DLCD

NOTICE OF AN ADOPTED CHANGE TOAN URBAN GROWTH BOUNDARY

FORM4

FOR DLCD USE
City file no.:
County file no.:
UGB no.:
Received:

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 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:

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
Ref# 9761 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 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 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,

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:

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 Nyssa 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

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

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 8th day of January, 2019.

AYES: Mayor Pat Oliver, Council President Susan Walker, Councilors: Betty Holcomb, Dennis Savage and Patricia Esplin.

NAYS: 0

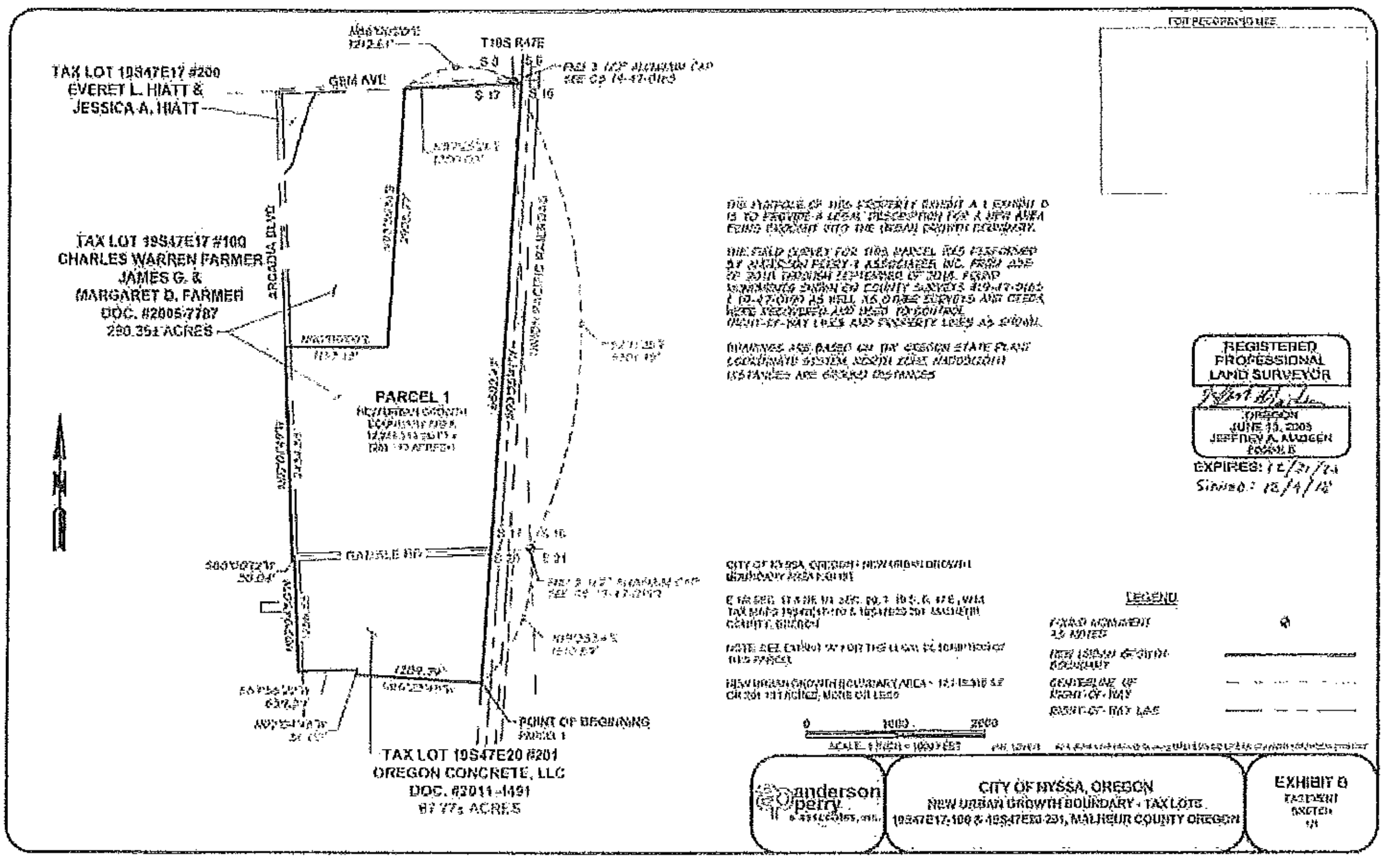
ABSENT: Robert DeLeon and Morganne DeLeon

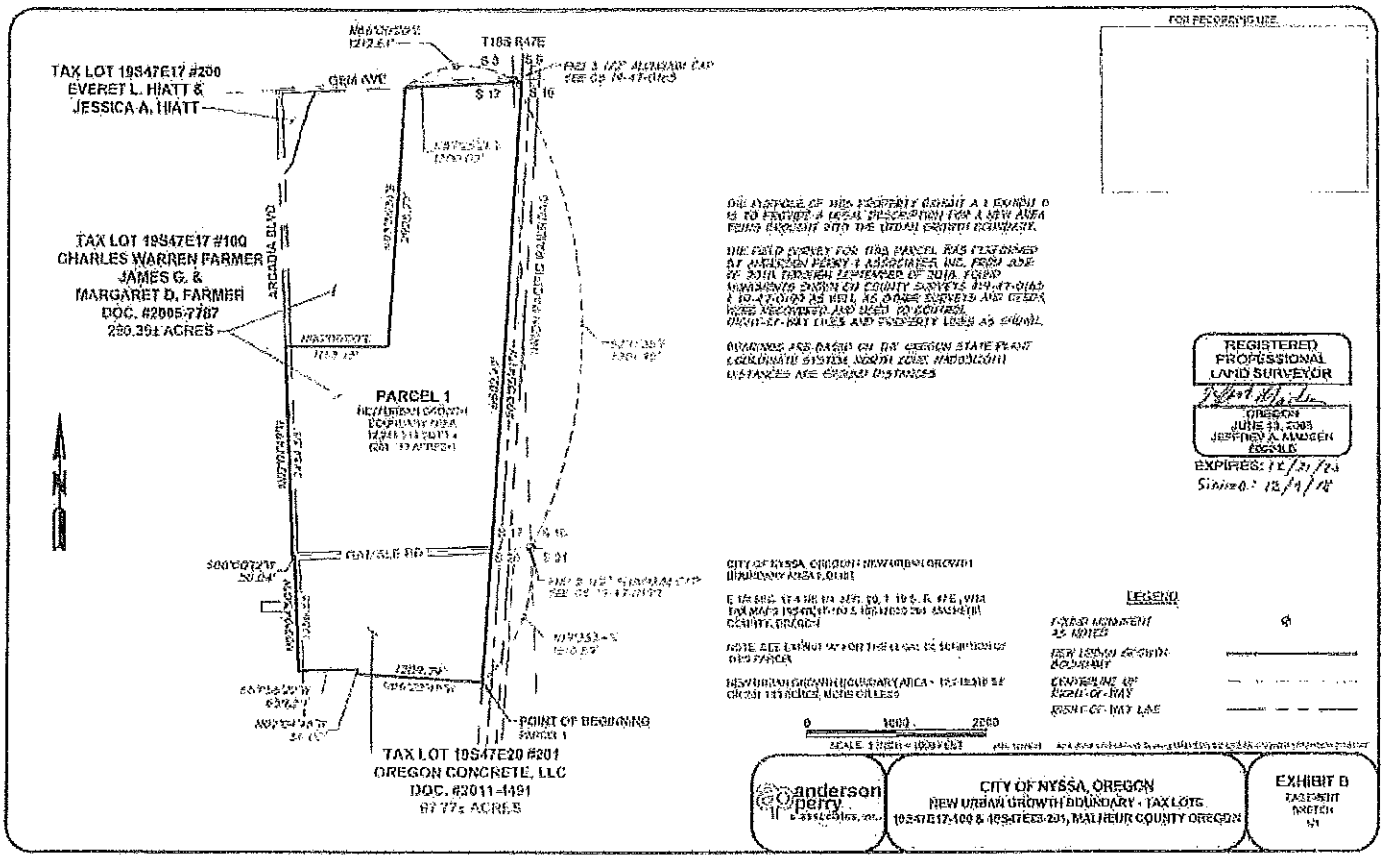
Approved this 8th day of January, 2019.

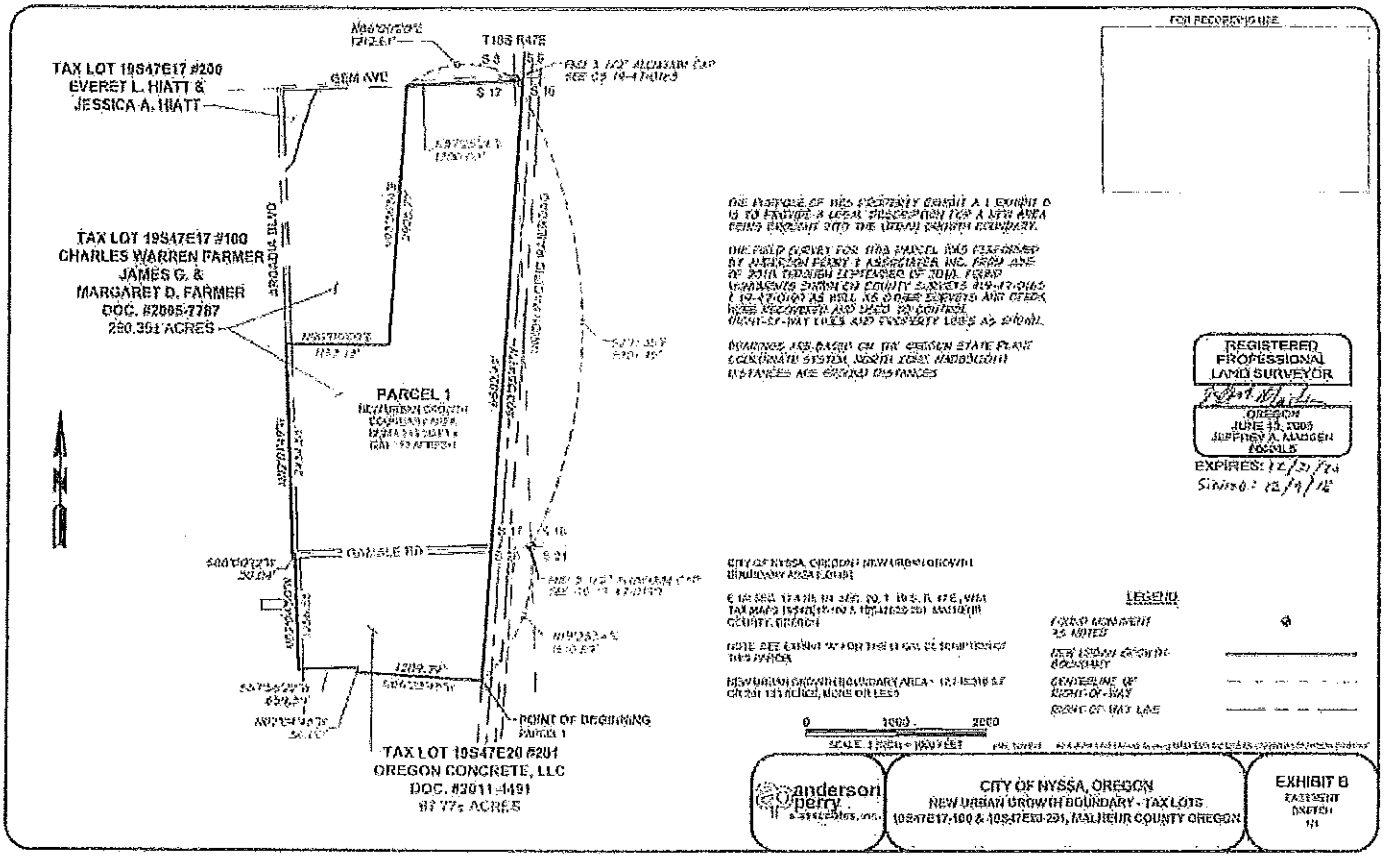
Pat Oliver
Mayor

ATTEST:

Marla Roberts
City Recorder


TAX LOT 19S47E17 #200
EVERET L. HIATT &
JESSICA A. HIATT
T19S R47E
ARCADIA BLVD
TAX LOT 19S47E17 #100
CHARLES WARREN FARMER
JAMES G. &
MARGARET D. FARMER
DOC. #2005/7787
290.35± ACRES
PARCEL 1
POINT OF BEGINNING
TAX LOT 19S47E20 #201
OREGON CONCRETE, LLC
DOC. #2011-1491
87.77± ACRES
REGISTERED
PROFESSIONAL
LAND SURVEYOR
LEGEND
CITY OF NYSSA, OREGON
NEW URBAN GROWTH BOUNDARY - TAX LOTS
19S47E17-100 & 19S47E20-201, MALHEUR COUNTY OREGON
EXHIBIT B


TAX LOT 19S47E17 #200
EVERET L. HIATT &
JESSICA A. HIATT
TAX LOT 19S47E17 #100
CHARLES WARREN FARMER
JAMES G. &
MARGARET D. FARMER
DOC. #2005-7787
230.39± ACRES
PARCEL 1
TAX LOT 19S47E20 #301
OREGON CONCRETE, LLC
DOC. #2011-4491
97.77± ACRES
POINT OF BEGINNING
T18S R47E
GEM AVE
ARCADIA BLVD
CENTALE RD
FOR RECORDING USE
REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JUNE 13, 2003
JEFFREY A. MAUGEN
EXPIRES: 12/31/23
LEGEND
NEW URBAN GROWTH BOUNDARY
CENTERLINE OF Right-of-WAY
RIGHT-OF-WAY LINE
0
1000
2000
SCALE 1 INCH = 1000 FEET
anderson perry
CITY OF NYSSA, OREGON
NEW URBAN GROWTH BOUNDARY - TAX LOTS
19S47E17-100 & 19S47EE20-301, MALHEUR COUNTY OREGON
EXHIBIT B


FOR RECORDING USE
TAX LOT 1S547E17 #200
EVERET L. HIATT &
JESSICA A. HIATT
TAX LOT 1S547E17 #100
CHARLES WARREN FARMER
JAMES G. &
MARGARET D. FARMER
DOC. #2005-7787
280.351 ACRES
PARCEL 1
TAX LOT 1S547E20 #201
OREGON CONCRETE, LLC
DOC. #2011-1491
87.77± ACRES
POINT OF BEGINNING
PARCEL 1
T18S R47E
GEM AVE
OWYHEE RD
REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JUNE 13, 2006
JEFFREY A. MADSEN
EXPIRES: 12/31/14
Signed: 12/9/14
LEGEND
CITY OF NYSSA, OREGON NEW URBAN GROWTH BOUNDARY AREA EXHIBIT
NOTE: SEE EXHIBIT "A" FOR THE LEGAL DESCRIPTION OF THIS PARCEL
0
1000
2000
SCALE 1 INCH = 1000 FEET
anderson perry
CITY OF NYSSA, OREGON
NEW URBAN GROWTH BOUNDARY - TAX LOTS
1S547E17-100 & 1S547E20-201, MALHEUR COUNTY OREGON
EXHIBIT B
EASEMENT
DATED
19

MALHEUR COUNTY, OR 2018-4561
MRORDINANCE 12/13/2018 09:06 AM
Cnt=1 Pgs=234 Total:$0.00
00053142201800045612342341
I, Gayle V. Trotter, County Clerk for Malheur 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. Joyce

Dan P. Joyce, County Judge

Don Hodge, County Commissioner

Larry Wilson - Abstain

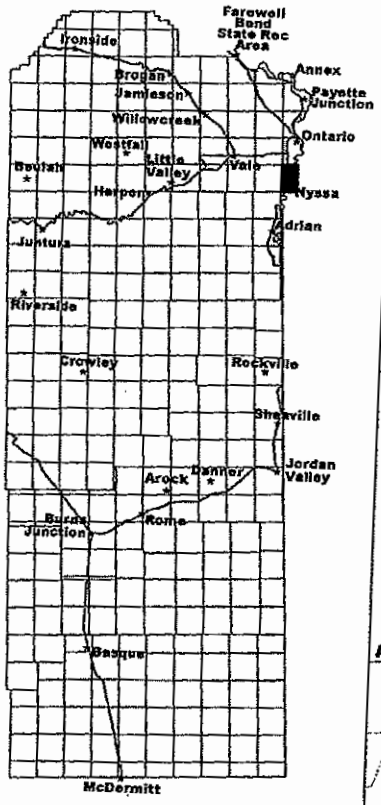
Larry Wilson, County Commissioner

ATTEST:

Kim Ross

Kim Ross, Recording Secretary

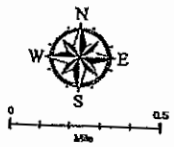
Exhibit A



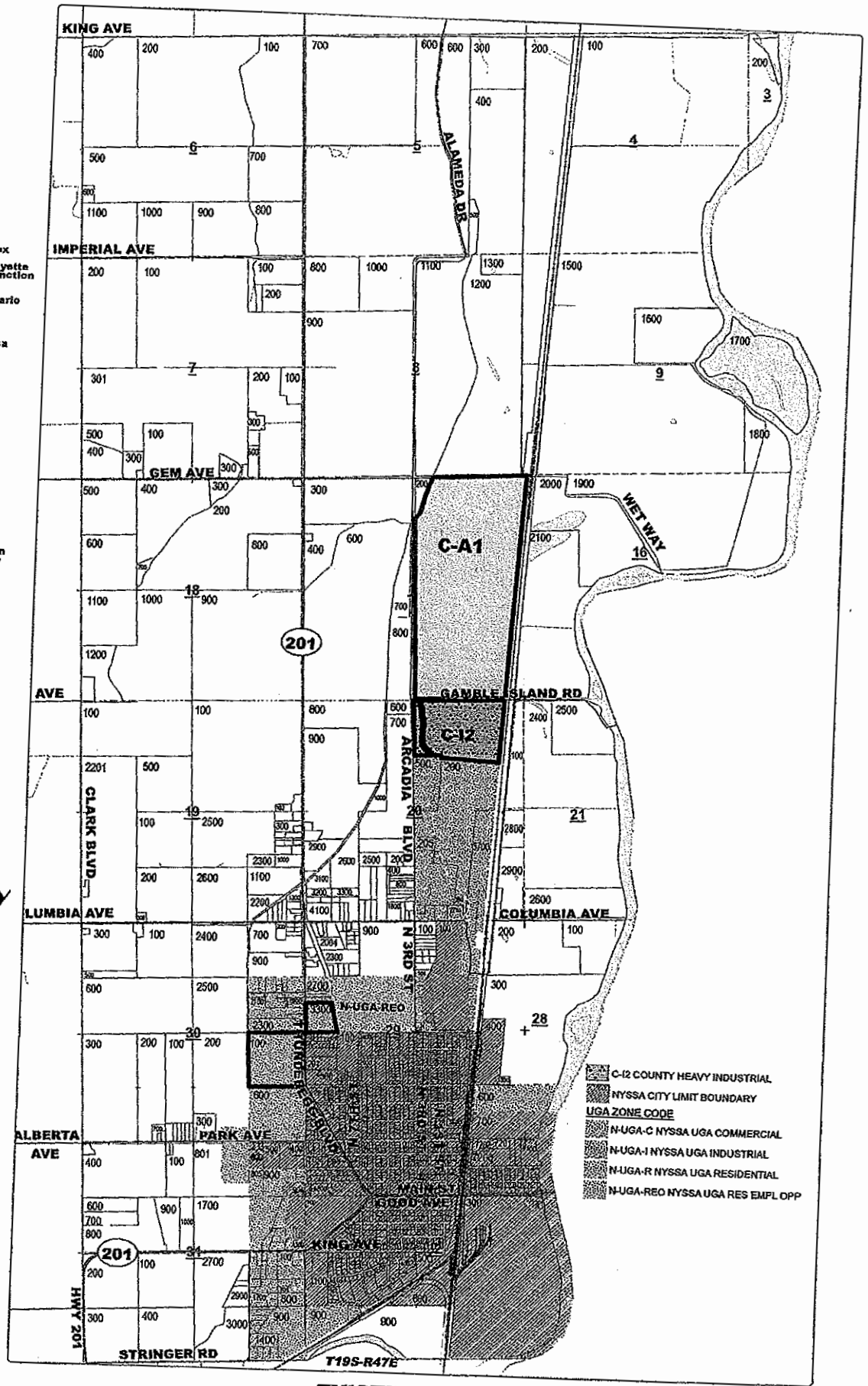
MALHEUR COUNTY LAND USE and ZONING MAP

MAP IS MADE FOR ASSESSMENT PURPOSES ONLY

LEGEND
- RAILWAYS
- TOWNSHIP & RANGE LINE
- SECTION LINE
- TAXLOT



Malheur County GIS Dept
251 B St W, Vale, OR 97918
541-473-5574



EXISTING ZONES

TAXLOT FOR ZONE CHANGE

Existing Zone
- C-A1 County Exclusive Farm Use
- C-I2 County Heavy Industrial
- N-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, S03°35'41"W, 6802.47 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

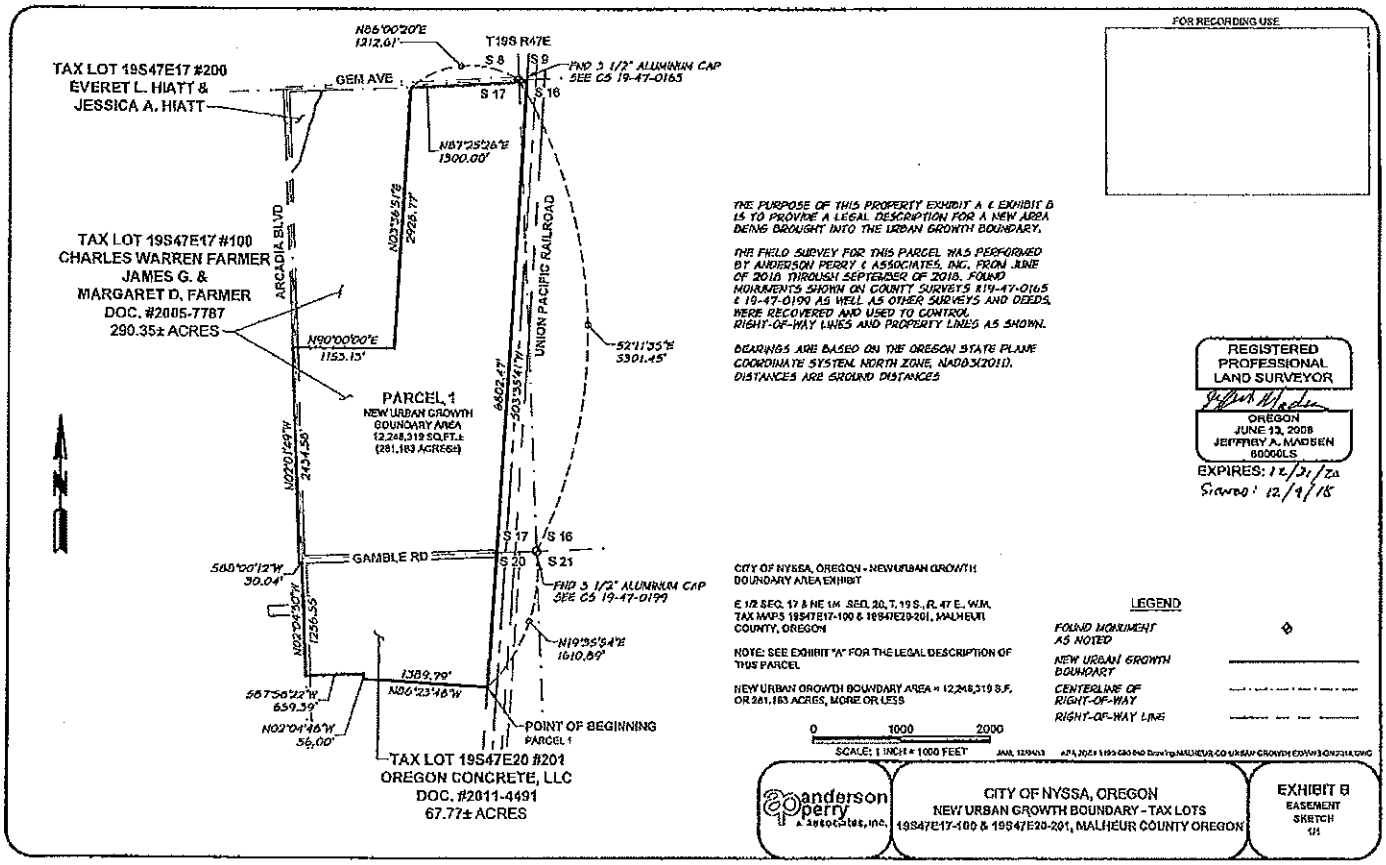
Bearings are based on the Oregon State Plane Coordinate System, North zone, NAD83(2011). Distances are ground distances.

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: 12/31/20
SIGNED: 12/4/18



THE PURPOSE OF THIS PROPERTY EXHIBIT A & EXHIBIT B IS TO PROVIDE A LEGAL DESCRIPTION FOR A NEW AREA BEING BROUGHT INTO THE URBAN GROWTH BOUNDARY.

THE FIELD SURVEY FOR THIS PARCEL WAS PERFORMED BY ANDERSON PERRY & ASSOCIATES, INC. FROM JUNE OF 2018 THROUGH SEPTEMBER OF 2018. FOUND MONUMENTS SHOWN ON COUNTY SURVEYS #19-47-0165 & 19-47-0199 AS WELL AS OTHER SURVEYS AND DEEDS, WERE RECOVERED AND USED TO CONTROL RIGHT-OF-WAY LINES AND PROPERTY LINES AS SHOWN.

BEARINGS ARE BASED ON THE OREGON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83(2011). DISTANCES ARE GROUND DISTANCES

FOR RECORDING USE

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JUNE 13, 2008
JEFFREY A. MADSEN
80006LS

EXPIRES: 12/31/20

Standard 12/4/18

CITY OF NYSSA, OREGON - NEW URBAN GROWTH BOUNDARY AREA EXHIBIT

E 1/2 SEC. 17 & NE 1/4 SEC. 20, T. 19 S., R. 47 E., W.M. TAX MAPS 19S47E17-100 & 19S47E20-201, MALHEUR COUNTY, OREGON

NOTE: SEE EXHIBIT "A" FOR THE LEGAL DESCRIPTION OF THIS PARCEL

NEW URBAN GROWTH BOUNDARY AREA = 12,248,319 S.F. OR 281.163 ACRES, MORE OR LESS

LEGEND

FOUND MONUMENT AS NOTED

NEW URBAN GROWTH BOUNDARY

CENTERLINE OF RIGHT-OF-WAY

RIGHT-OF-WAY LINE

0 1000 2000

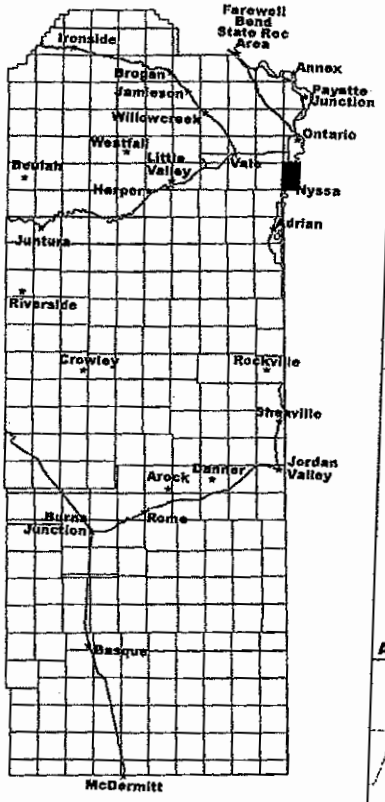
SCALE: 1 INCH = 1000 FEET

anderson perry & associates, inc.

CITY OF NYSSA, OREGON
NEW URBAN GROWTH BOUNDARY - TAX LOTS
19S47E17-100 & 19S47E20-201, MALHEUR COUNTY OREGON

EXHIBIT B
EASEMENT
SKETCH
1/1

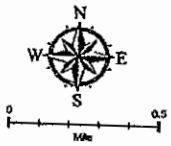
Exhibit C



MALHEUR COUNTY LAND USE and ZONING MAP

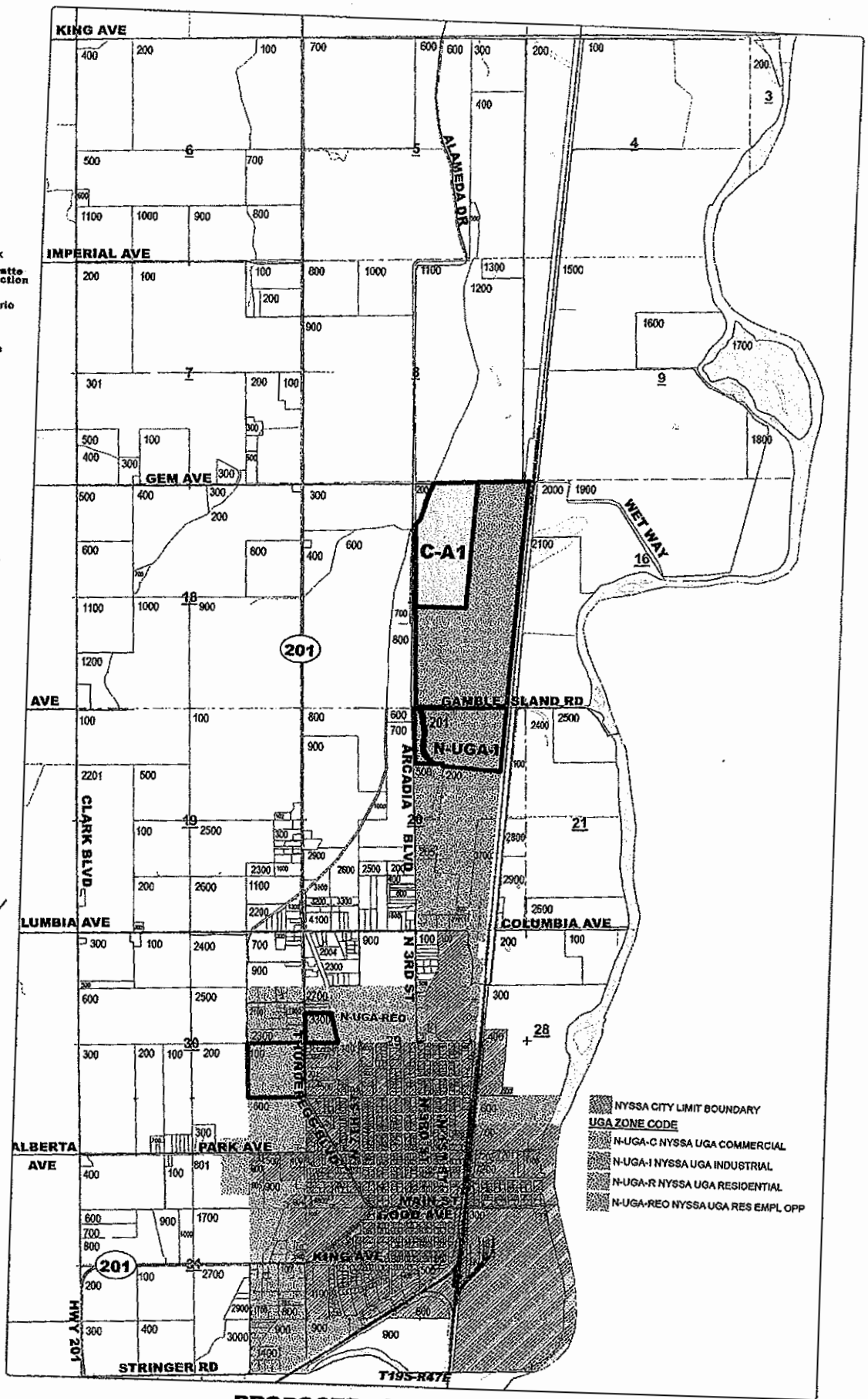
MAP IS MADE FOR ASSESSMENT PURPOSES ONLY

LEGEND
- RAILWAYS
- TOWNSHIP & RANGE LINE
- SECTION LINE
- TAXLOT



GIS

Malheur County GIS Dept
251 B St W, Vale, OR 97918
541-473-5574



PROPOSED PLAN AMENDMENT

TAXLOT FOR ZONE CHANGE

ZoneChange
- C-A1 County Exclusive Farm Use
- N-UGA-I Nyssa UGA Industrial
- N-UGA-R Nyssa UGA Residential

PLANNING COMMISSION & CITY COUNCIL AGENDA REPORT
December 11, 2018 Joint Public Hearing
7:00 p.m.

Contents

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 663 -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
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December 11, 2018 Malheur County Court & Nyssa City Council
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- 9-2 Letter from Baker & Murakami Produce Company
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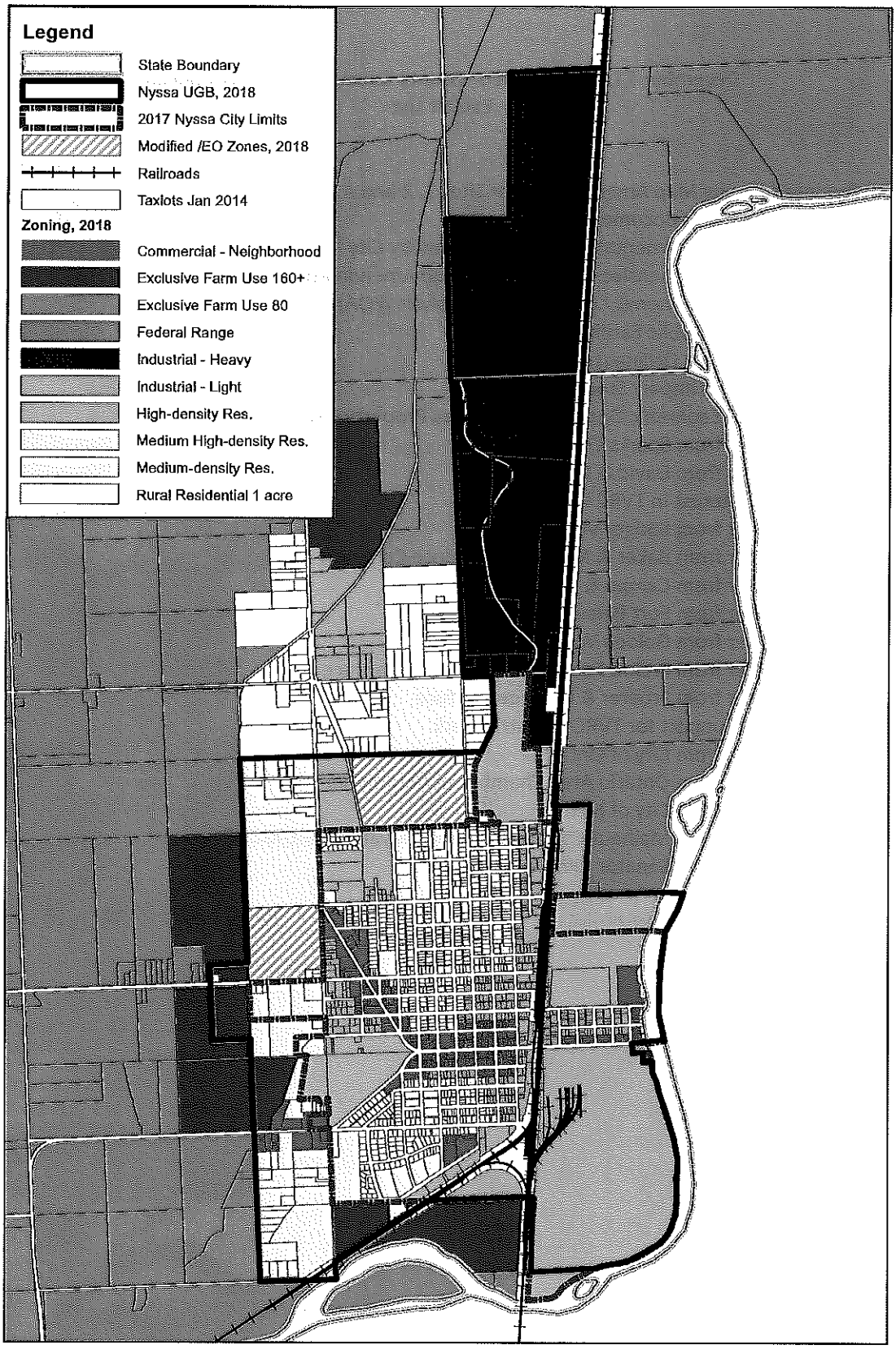
- 10-5 Letter from Senator Cliff Bentz



Nyssa Comprehensive Plan Map, 2018

Winterbrook Planning
November 19, 2018

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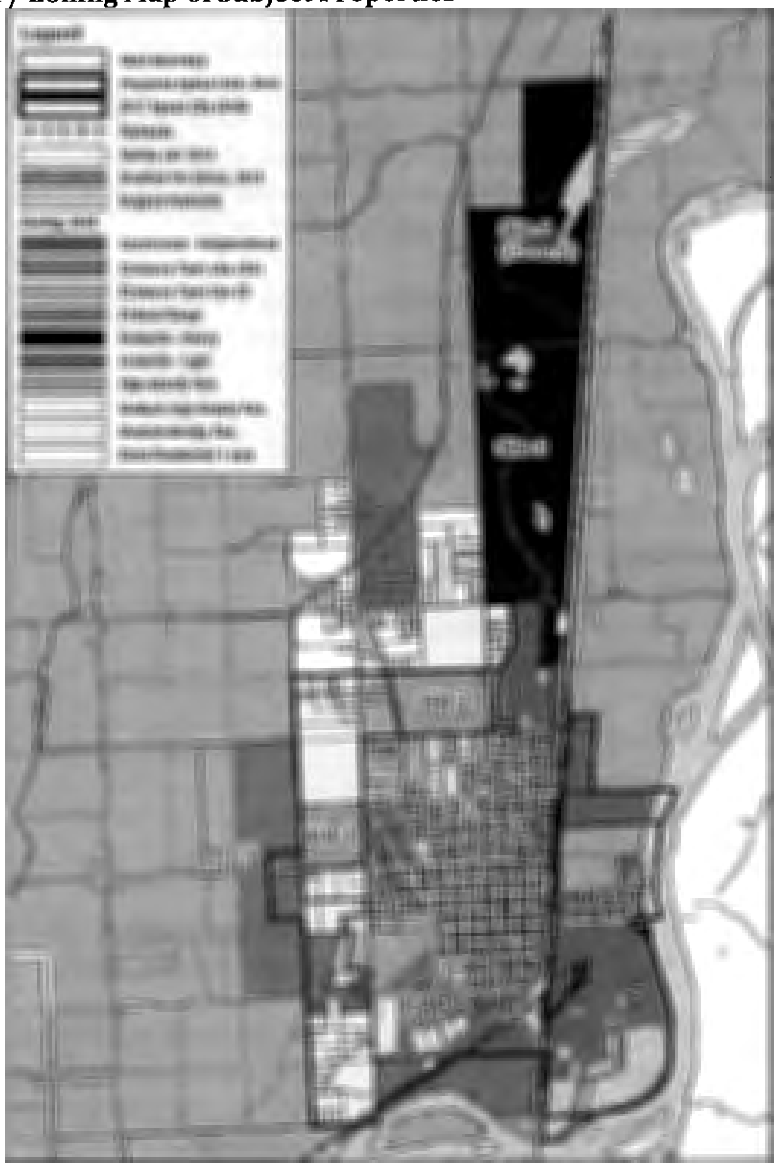
2,700 1,350 0 2,700 Feet

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

2,700 1,350 0 2,700 Feet

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				
	2000	2010	AAGR (2000-2010)	2016	2035	2066	AAGR (2016-2035)	AAGR (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	2,063	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. Census Bureau, 2000 and 2010 Censuses; 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 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).**

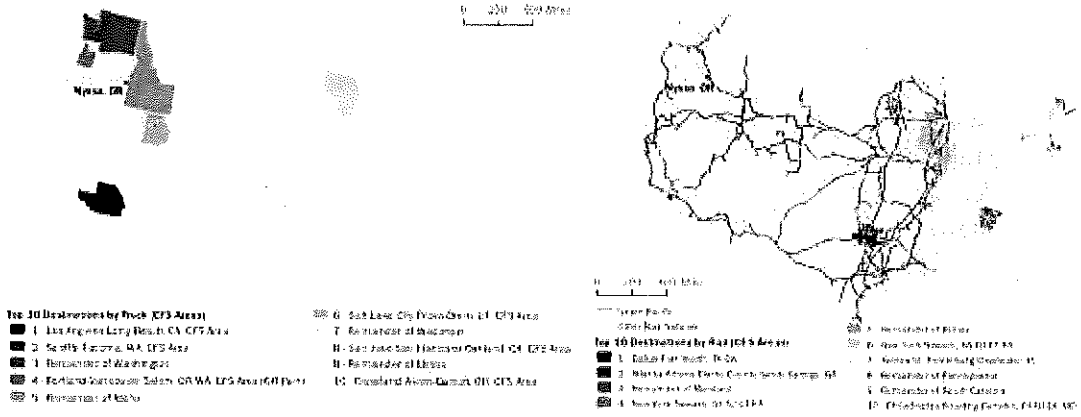
As noted in the "Treasure Valley Reload Center – Project Plan Proposal":

> ***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 enongh 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.

Major Destinations for All Agricultural Products, Shipped by Refrigerated Truck and Rail



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 agricultural-industrial 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.**

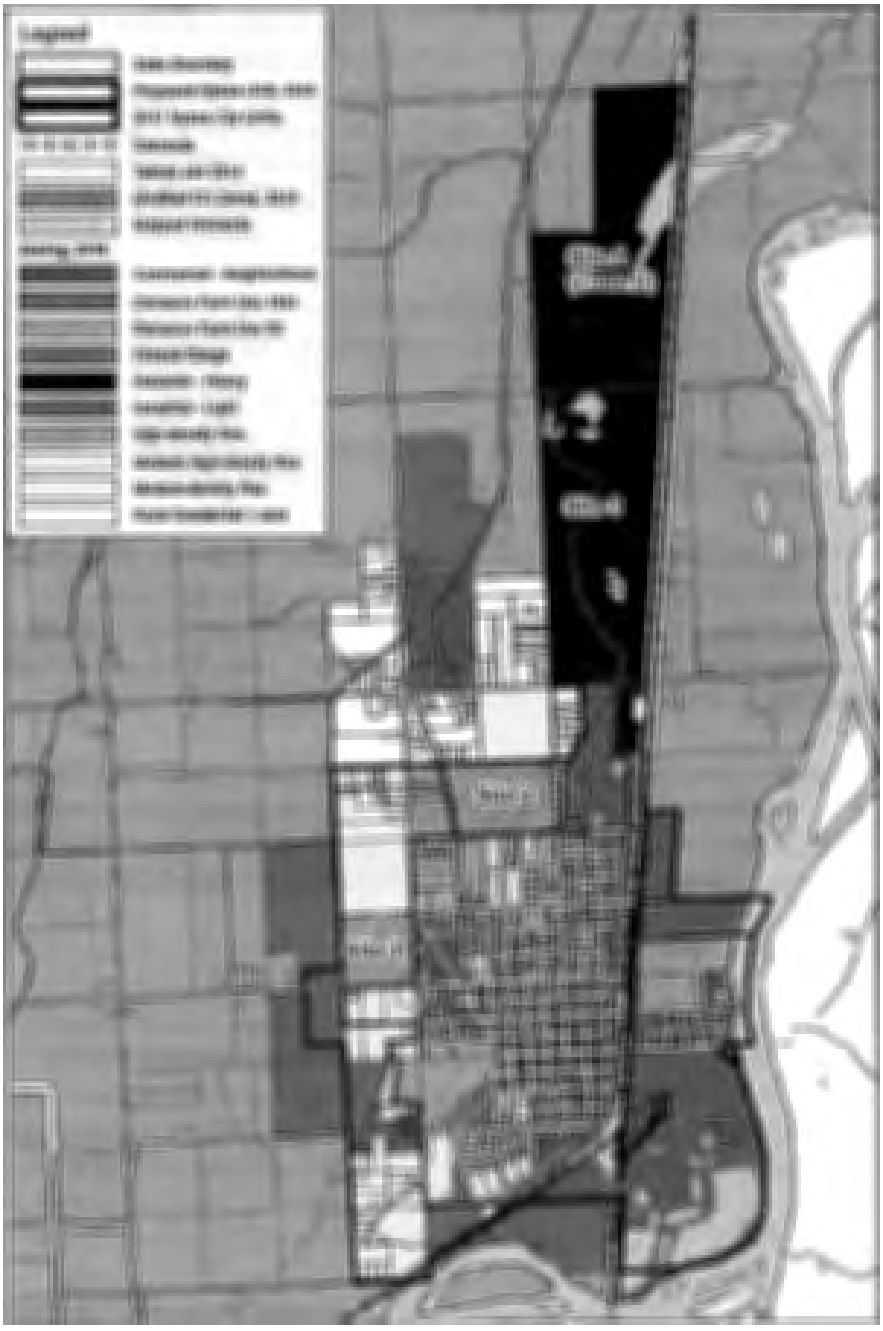
- **Site 3 has 191 acres with a UGA-I designation. About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by environmental contaminants and wetlands, leaving approximately 79 acres that are suitable for industrial development. This site abuts the Union Pacific Railroad (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.

In conclusion, 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

2,700 1,350 0 2,700 Feet

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-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 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.*

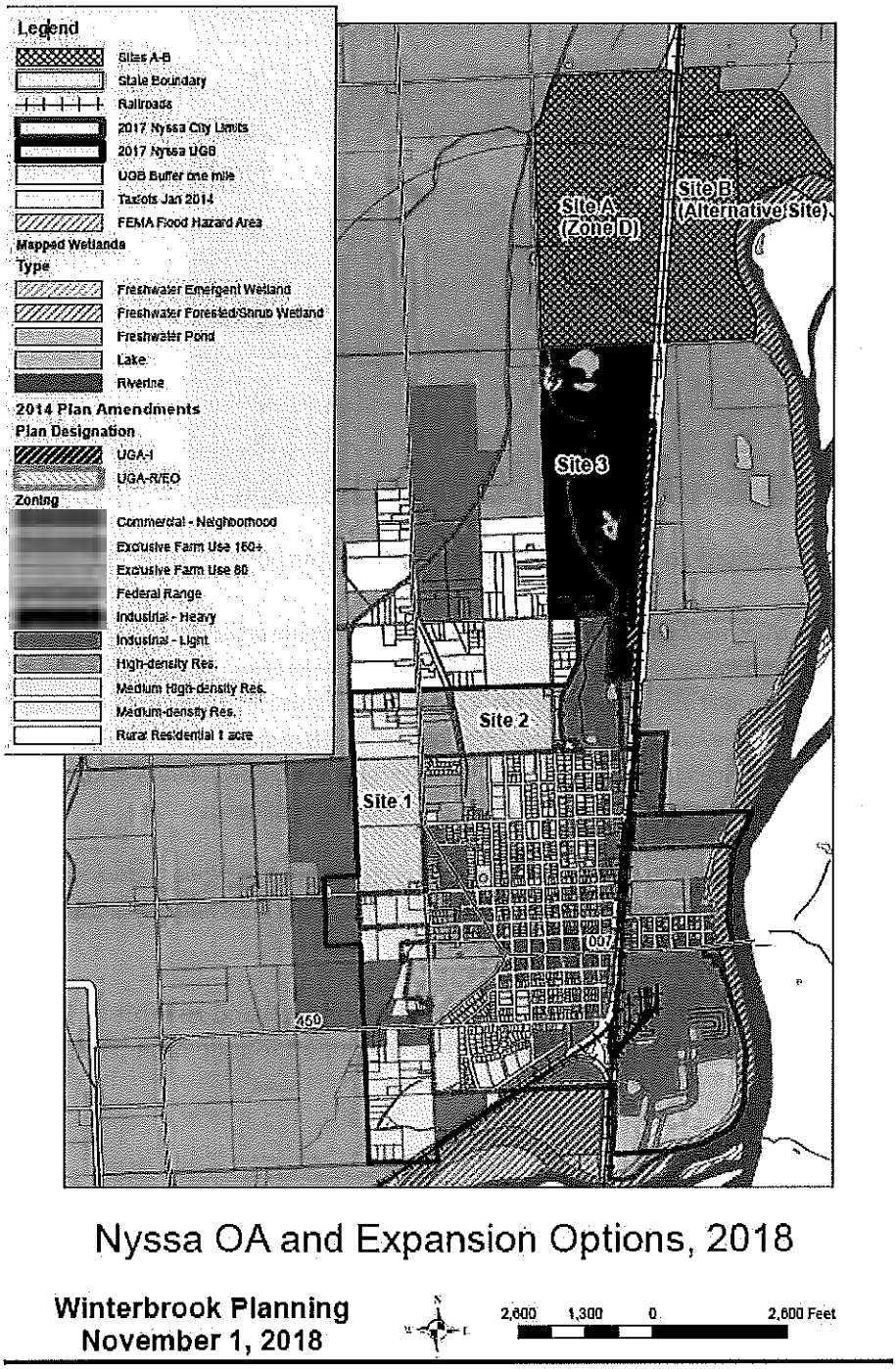
Response: Winterbrook looked at sites within a half-mile of the Nyssa UGB and found none that met TVRC siting requirements found in the revised Nyssa EOA. Two potential sites were identified: Site A (Zone D) located on the west side the main UP line and Site B. As discussed in the Goal 9 section of this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

2,600 1,300 0 2,600 Feet

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 accommodote 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)

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.***

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 (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.

Legal Number – 105745
Publication Date: November 21, 2018

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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.

Kim Ross

State of Oregon)
County of Malheur) ss.

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

Notary Public - State of Oregon

OFFICIAL STAMP
LORA ANN RAY
NOTARY PUBLIC-OREGON
COMMISSION NO. 935818
MY COMMISSION EXPIRES FEBRUARY 01, 2019

Exhibit 1

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

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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.

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.

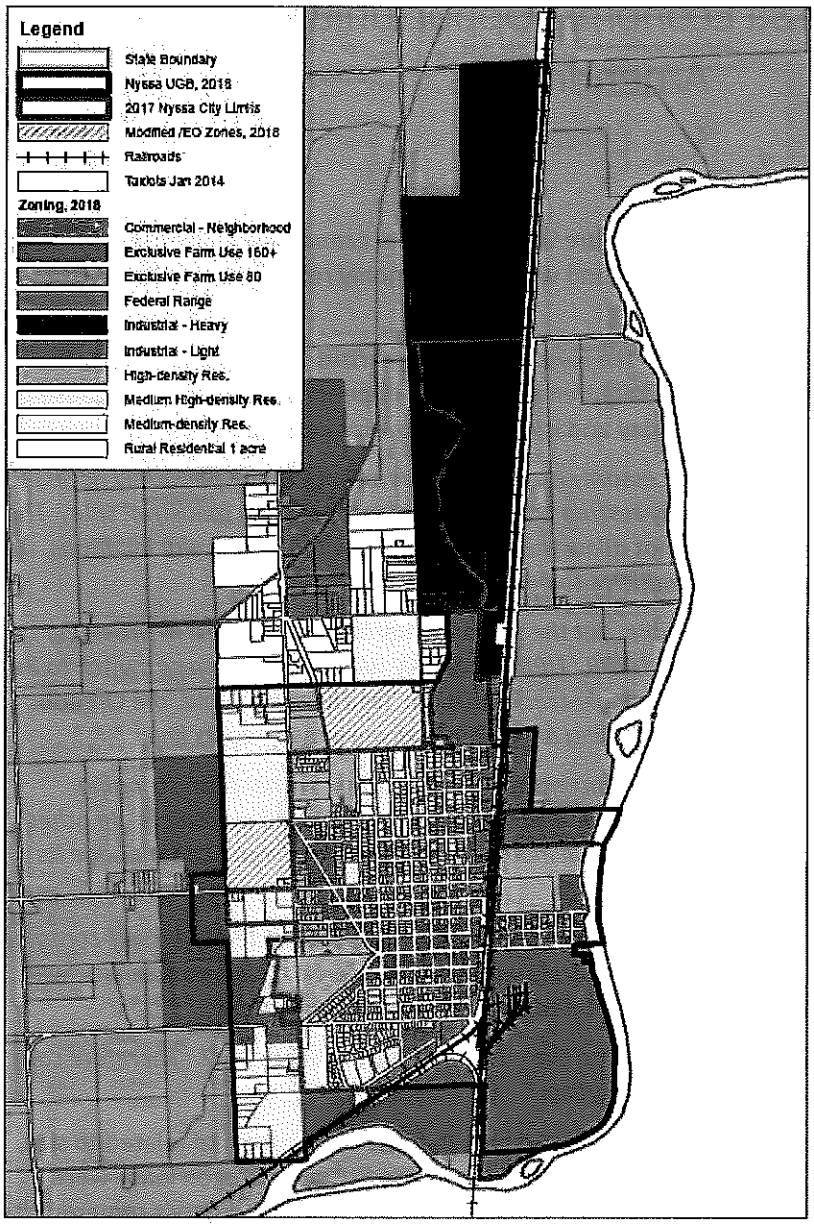
> *"Being next to a railroad does not necessarily mean that the rail line can be physically accessed. Topography of a particular parcel may restrict the building of a connecting industrial spur. The track structure of the main line may not allow the addition of a switch. Particular locations, such as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

2,700 1,350 0 2,700 Feet

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

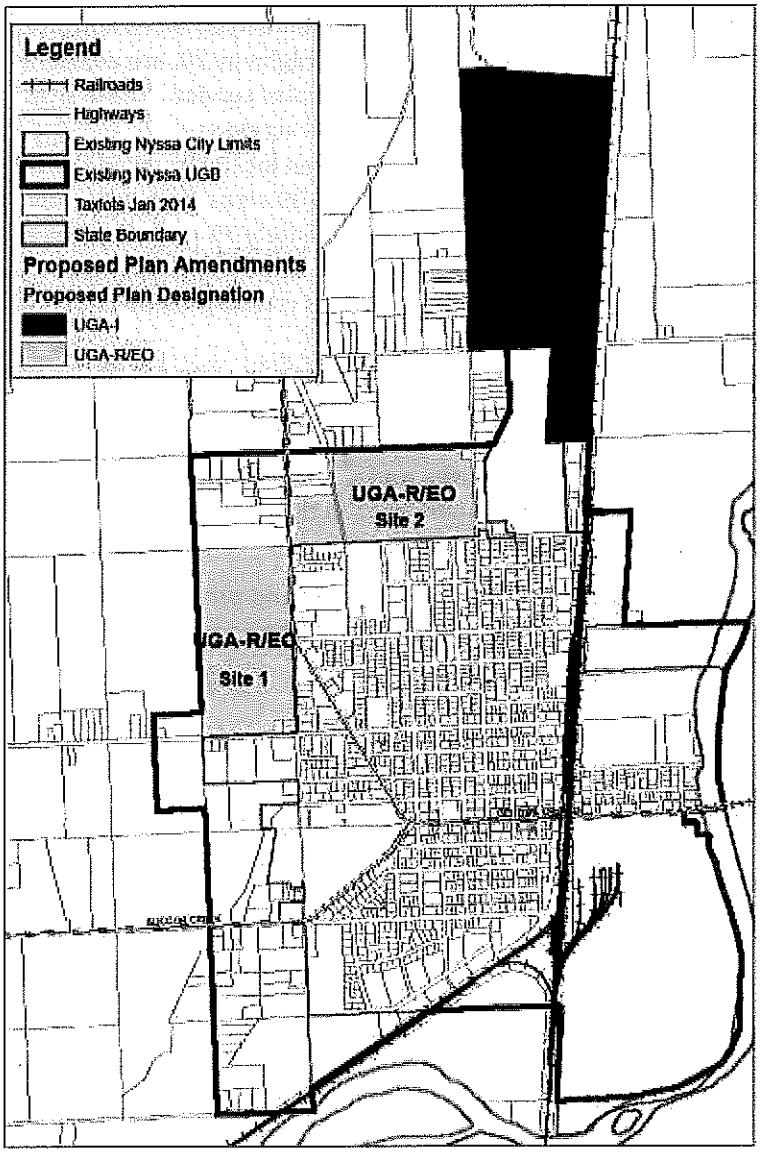
(updated from 2014 PFP)

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				
	2000	2010	AAGR (2000-2010)	2016	2035	2066	AAGR (2016-2035)	AAGR (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	2,063	1,930	-0.2%	-0.2%
Outside UGBs	12,845	13,063	0.2%	13,049	13,320	13,500	0.1%	0.0%

Source: U.S. Census Bureau, 2000 and 2010 Censuses; 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.

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:

***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 Pop.	2026 Pop.	2060 Pop.	Difference	Percent change	AAGR	Difference	Percent 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%
Vale	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%
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:

Exhibit 1

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 (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

Kimberly A Ross

CONTENTS

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.[1] 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 estimates[2] and timing[3]) 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 ORS 197.712(2)(e), and, therefore, cannot be the basis of appeal under ORS 197.610(1) 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 11th 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						
Lift Stations and Pumping Facilities						
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 System						
8" Sewer - Park Ave.	$218,140		$218,140			
N. 11 St. (MH 119)	$4,990	$4,990				
8" Sewer –bet. N 8th and N 9th	$37,450		$37,450			
8" Sewer - bet. N 8th and N 9th	$38,110	$38,110				
8" Sewer - Alley bet. N 2nd and N 3rd	$110,380	$110,380				
8" Sewer - N 2nd St.	$38,110	$38,110				

8" Sewer - Esmt east of N 2nd	$24,970	$24,970				
8" Sewer - Alley bet. N 1st and N 2nd	$187,750	$187,750				
8" Sewer - N Idaho St.	$49,990		$49,990			
8" Sewer - Green Ave.	$51,250		$51,250			
8" Sewer - Ehrgood Ave.	$127,715	$127,715				
12" Sewer - Ehrgood Ave.	$22,455		$22,455			
Manhole Replace/Rehab - 2nd St.	$29,940	$29,940				
8" Sewer - Alley bet. Main and Bower	$243,105	$243,105				
8" Sewer - Alley bet. Reece and Adrian	$144,185	$144,185				
MH Replace/Rehab - Various Locations	$154,695		$154,695			
8" Sewer - Park Ave.	$44,680	$29,630	$15,000			
8" Sewer - Easement bet. N 8th and N 9th	$98,555		$98,555			
8" Sewer - Easement bet. N 7th and N 8th	$109,070		$109,070			
8" Sewer - Alley bet. N 4th and N 5th	$89,360		$89,360			
8" Sewer - Alley bet. N 2nd and N 3rd	$76,875		$76,875			
8" Sewer - Green Ave.	$23,655			$23,655		
10" Sewer - Beech Ave.	$19,795			$19,795		
8" Sewer - Alley bet. N 4th and N 5th	$39,420			$39,420		
8" Sewer - Alley bet. King and Ennis	$8,540			$8,540		
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.

Goal 1 – Citizen Involvement. 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.

Goal 2 – Land Use Planning. 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.

Goal 3 – Agricultural Lands. 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.

Goal 4 – Forest Lands. 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.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces. 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.

Goal 6 – Air, Water and Land Resources Quality. 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.

Goal 7 – Areas Subject to Natural Hazards. 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.

Goal 8 – Recreational Needs. 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.

Goal 9 – Economic Development. 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.

Goal 10 – Housing. 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.

Goal 11 – Public Facilities and Services. 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 co-adopted 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 amendment 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

Baker & Murakami Produce Company

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

PO Box 9 • Ontario, Oregon 97914 • 541-889-3131 • www.bakerandmurakami.com

CAMPO & POOLE DISTRIBUTING

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

November 12, 2018

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

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,

Ralph Poole
CEO - Campo & Poole Distributing

FORT BOISE
PRODUCE

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

FORT BOISE
PRODUCE

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

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

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

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

Malheur County
Economic Development
Malheur County
Development Corporation

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 aetions 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

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.

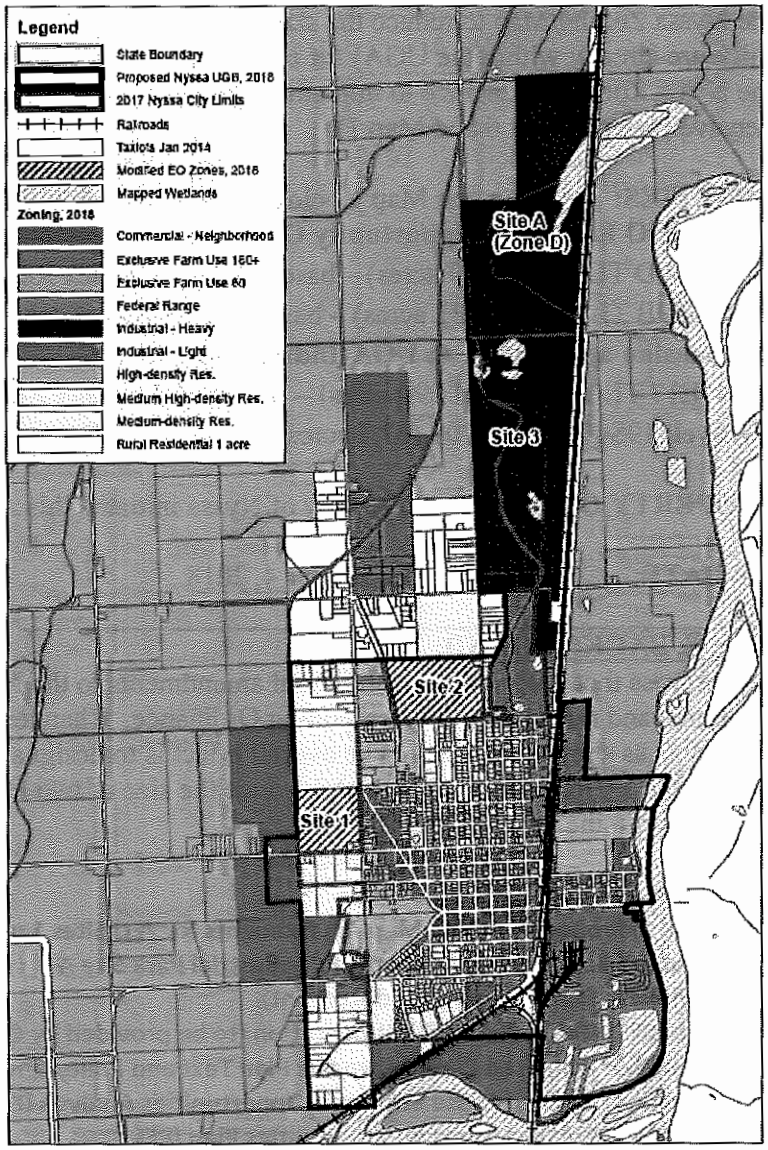
Supporting Documentation

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

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

2,700 1,350 0 2,700 Feet

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				
	2000	2010	AAGR (2000-2010)	2016	2035	2066	AAGR (2016-2035)	AAGR (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	2,063	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. Census Bureau, 2000 and 2010 Censuses; 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 opportuuity for future residential development that may resnlt from planned industrial aud 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).**

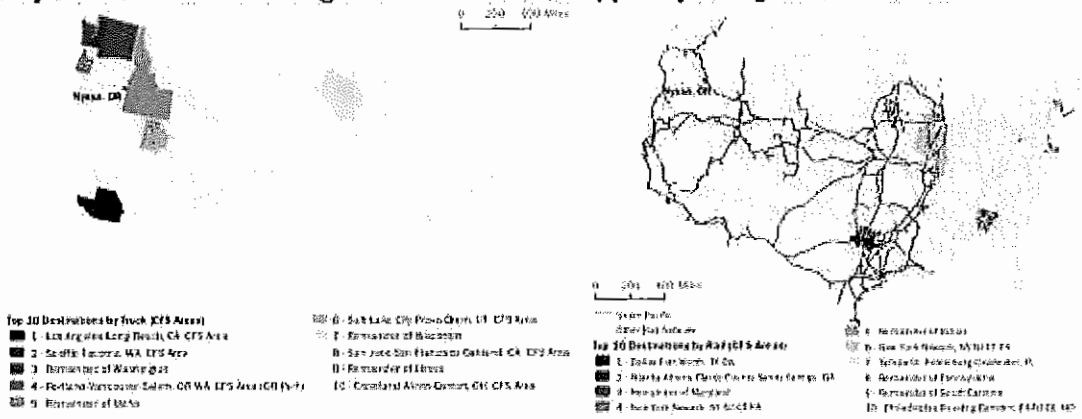
As noted in the "Treasure Valley Reload Center – Project Plan Proposal":

> ***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.

Major Destinations for All Agricultural Products, Shipped by Refrigerated Truck and Rail



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 conld feasibly be developed in two phases.

- **Phase 1 inclndes the initial TVRC facility plus lots for related agricnltural-industrial 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 Pnblic 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.**

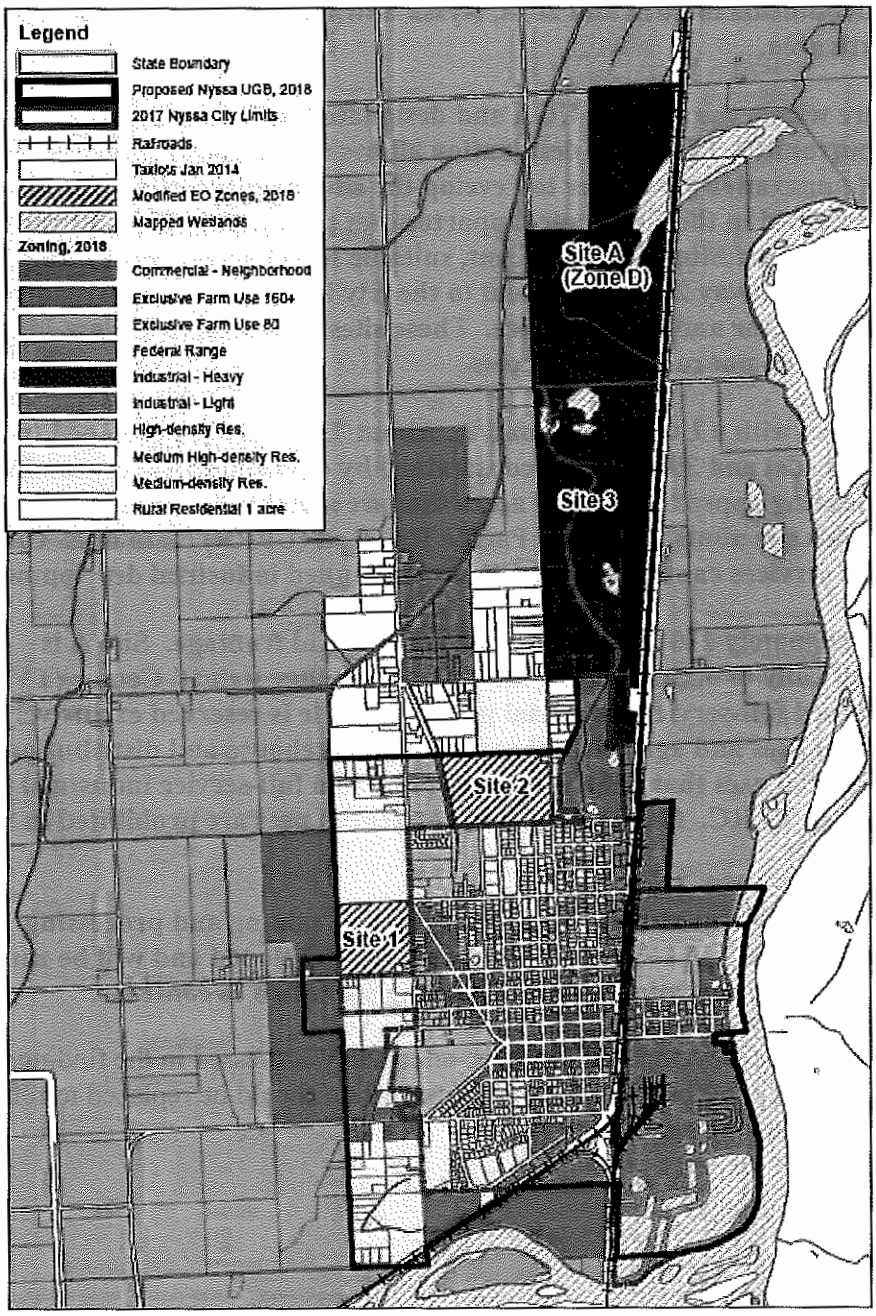
- **Site 3 has 191 acres with a UGA-I designation. About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by environmental contaminants and wetlands, leaving approximately 79 acres that are suitable for industrial development. This site abuts the Union Pacific Railroad (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.

In conclusion, 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

2,700 1,350 0 2,700 Feet

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-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 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.*

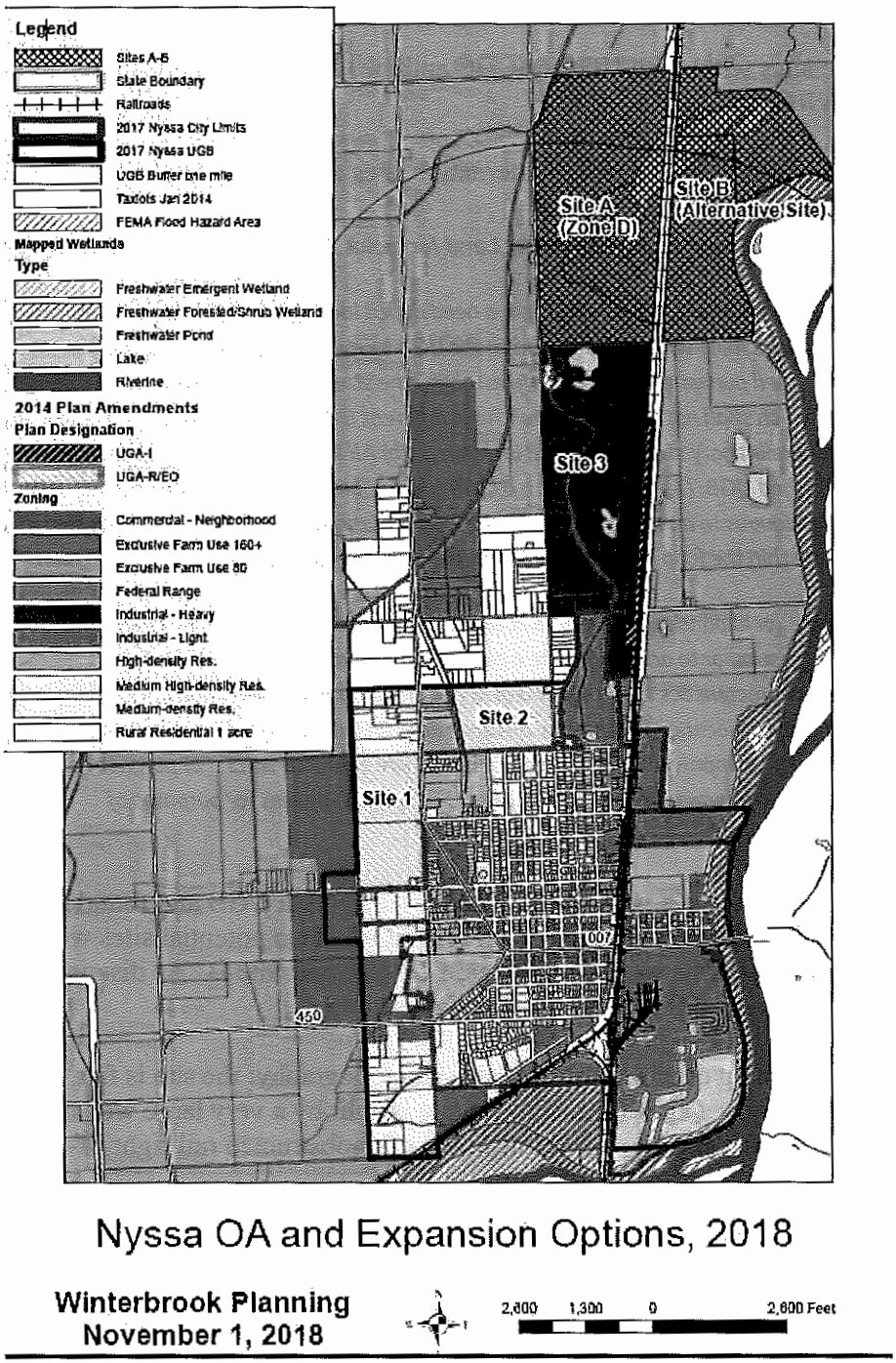
Response: Winterbrook looked at sites within a half-mile of the Nyssa UGB and found none that met TVRC siting requirements found in the revised Nyssa EOA. Two potential sites were identified: Site A (Zone D) located on the west side the main UP line and Site B. As discussed in the Goal 9 section of this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

2,600 1,300 0 2,600 Feet

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)

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.***

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.
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.

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 (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.

Legal Number – 105745
Publication Date: November 21, 2018

AFFIDAVIT OF MAILING

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Ora Winston
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Nyssa, OR 97913

Blain & Teresa Culver
1475 Adrian Blvd.
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.

Kim Ross

State of Oregon)
County of Malheur) ss.

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

Notary Public - State of Oregon

OFFICIAL STAMP
LORA ANN RAY
NOTARY PUBLIC-OREGON
COMMISSION NO. 935818
MY COMMISSION EXPIRES FEBRUARY 01, 2019

Exhibit 1

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

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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

Kimberly a Ross

Exhibit 1

NOTICE OF PUBLIC HEARING
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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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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 Pop.	2026 Pop.	2060 Pop.	Difference	Percent change	AAGR	Difference	Percent 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%
Vale	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%
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				
	2000	2010	AAGR (2000-2010)	2016	2035	2066	AAGR (2016-2035)	AAGR (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	2,063	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. Census Bureau, 2000 and 2010 Censuses; 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.

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:

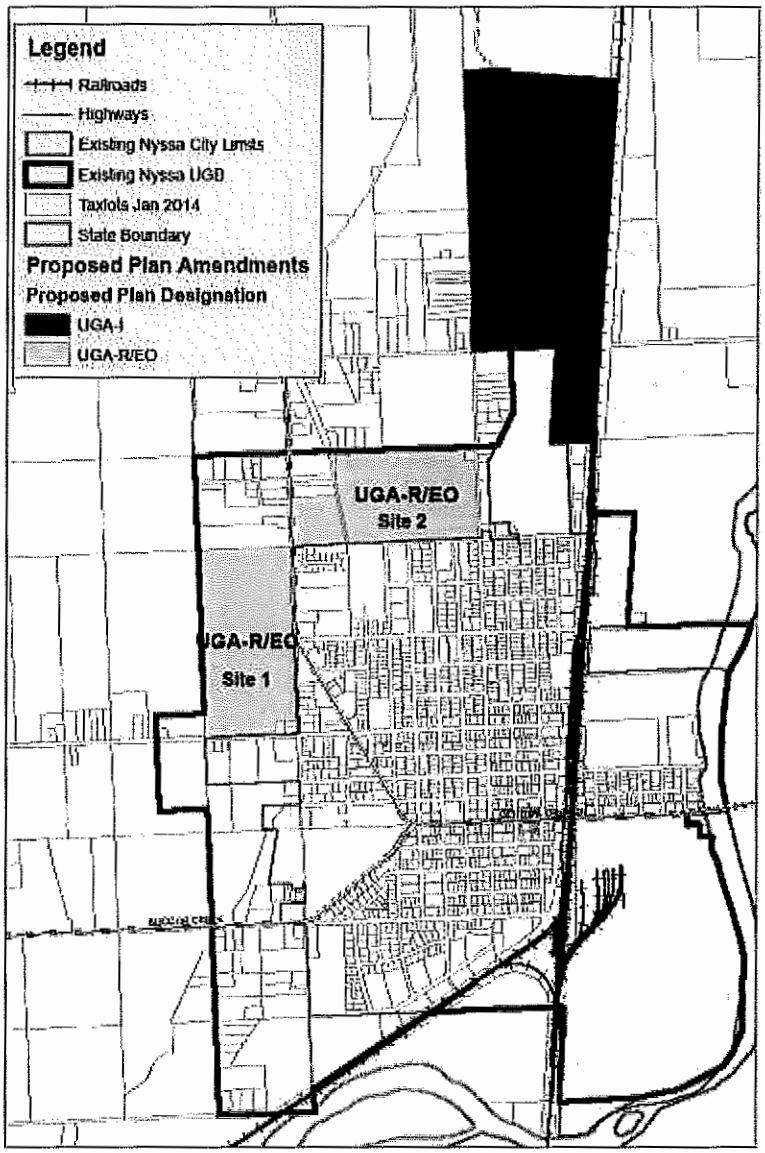
As a result of plan amendments in 2014 and 2018, Nyssa now has four large industrial sites within its urban growth area.

- 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:

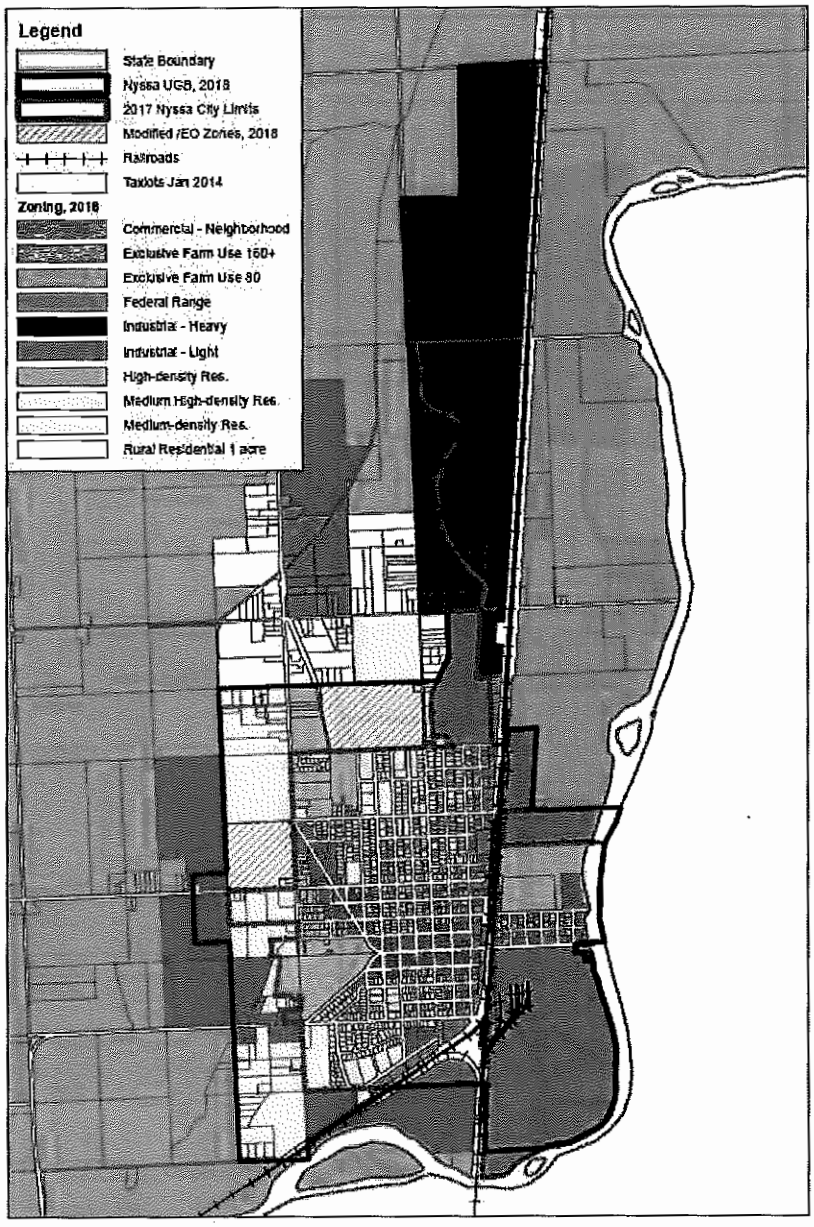


Proposed Plan Amendments, Nyssa 2014

Winterbrook Planning
February 6, 2014

1,800 900 0 1,800 Feet

Replacement comprehensive plan map (2018):



Nyssa Comprehensive Plan Map, 2018

Winterbrook Planning
November 19, 2018

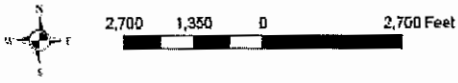


Exhibit 4

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 porticulorly 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

WINTER BROOK

HECO ENGINEERS
HOLLADAY ENGINEERING CO.

CONTENTS

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 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 (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.

Legal Number - 105745
Publication Date: November 21, 2018

AFFIDAVIT OF PUBLICATION

STATE OF OREGON}
:SS.
COUNTY OF MALHEUR}

Being first duly 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

Dawnita Haueter

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

My Commission Expires:

OFFICIAL STAMP
DAWNITA KAY HAUETER
NOTARY PUBLIC-OREGON
COMMISSION NO. 976430
MY COMMISSION EXPIRES JULY 10, 2022

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

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400 | Portland, OR 97204 | 503.248.0313 | lancasterengineering.com

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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.

1e

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 (*Duplex 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

Roadway	Jurisdiction	Functional Classification	Cross Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
Highway 26	ODOT	Minor Arterial/ Regional Highway	2 Lanes	35/45/55 mph Posted/ Statutory	Not Permitted	None	Partial Both Sides	Partial 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	Local 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 Lanes	55 mph Statutory	Partially Permitted	None	None	None
Gamble Road	Malheur County	Local Street	2 Lanes	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
Locust 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

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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-Controlled
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.

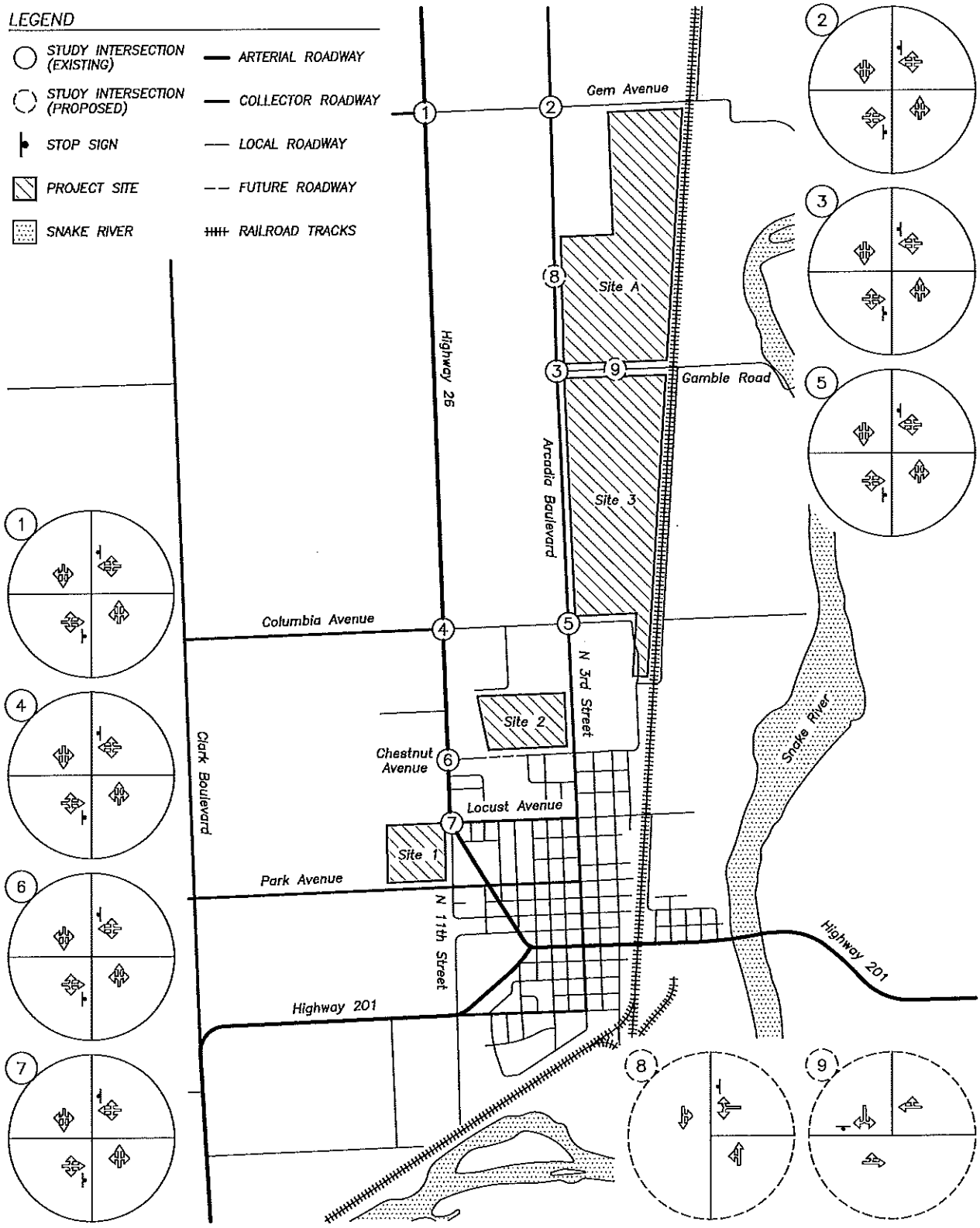
In order to reflect existing year 2018 traffic conditions by utilizing the 2013 count data, traffic counts at the intersection of Highway 26 at Columbia Avenue, where two sets of counts were collected, were compared. Based on a comparison of the two sets of counts, between years 2013 and 2018 traffic 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*[1] 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.

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

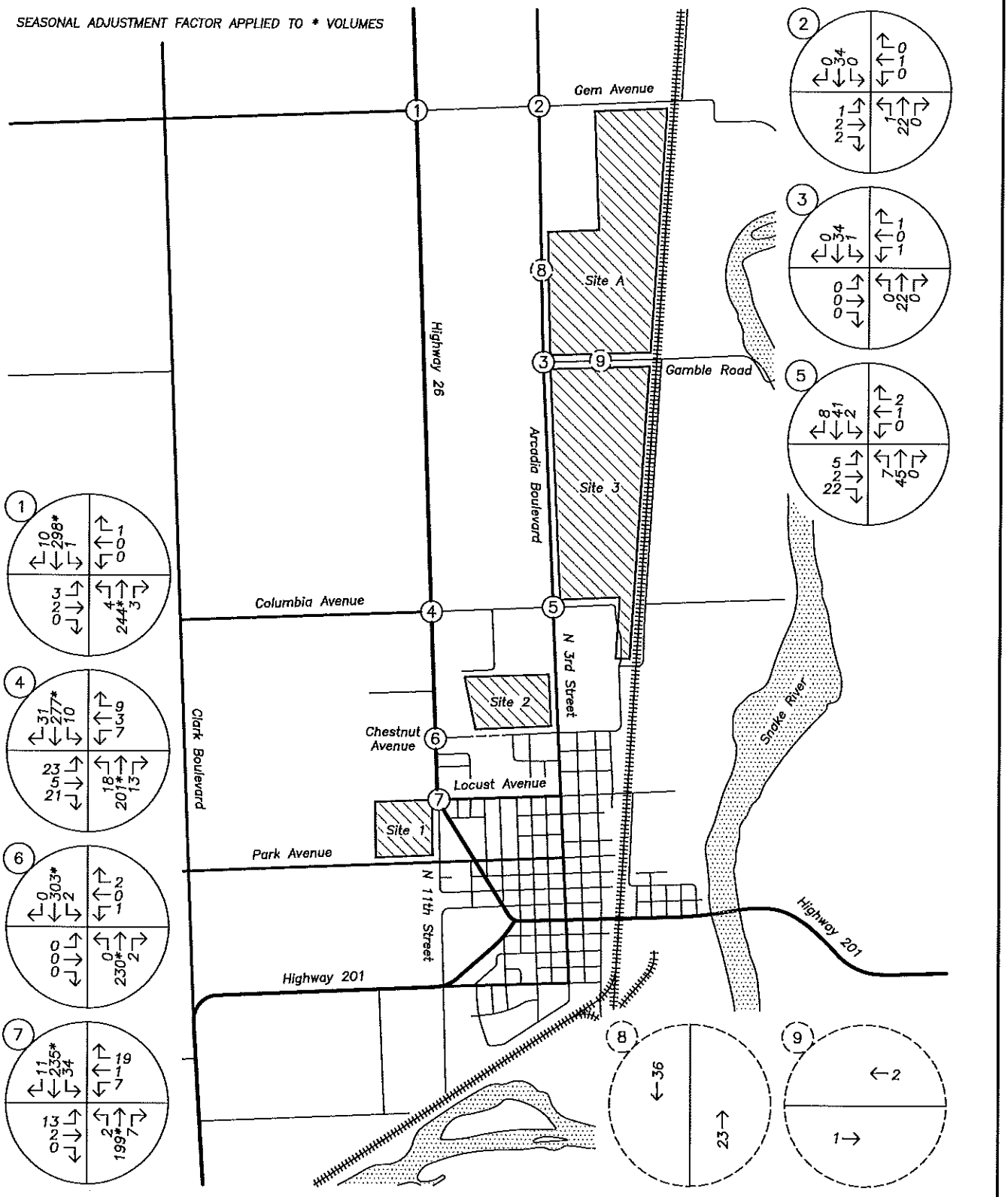


VICINITY MAP

no scale

FIGURE 1

PAGE 6



TRAFFIC VOLUMES
2018 Existing Conditions
PM Peak Hour

no scale

FIGURE 2

PAGE 7

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

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	110	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
	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**

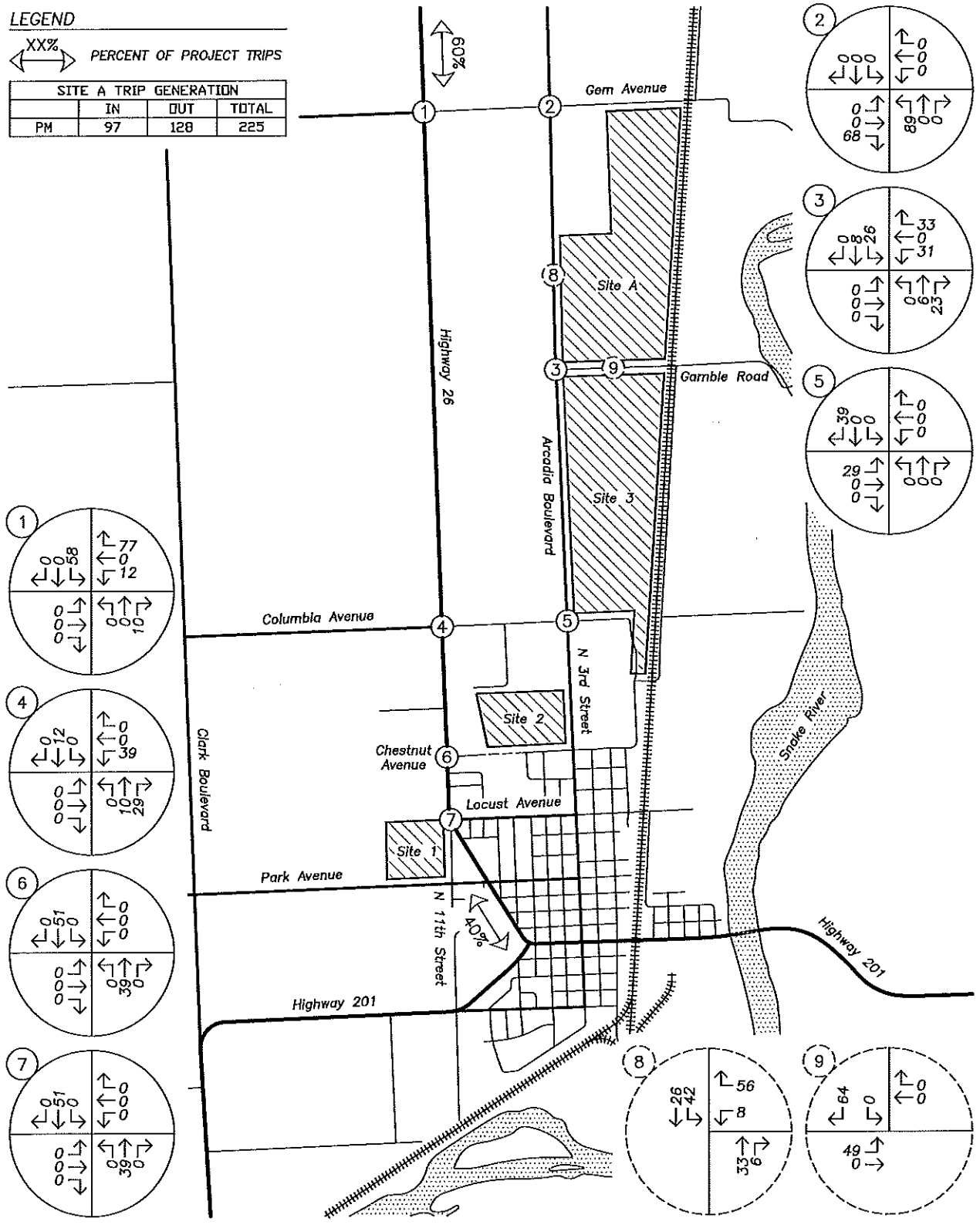
Trip Distribution

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.



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Site Trips
PM Peak Hour

no scale

FIGURE 3

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.

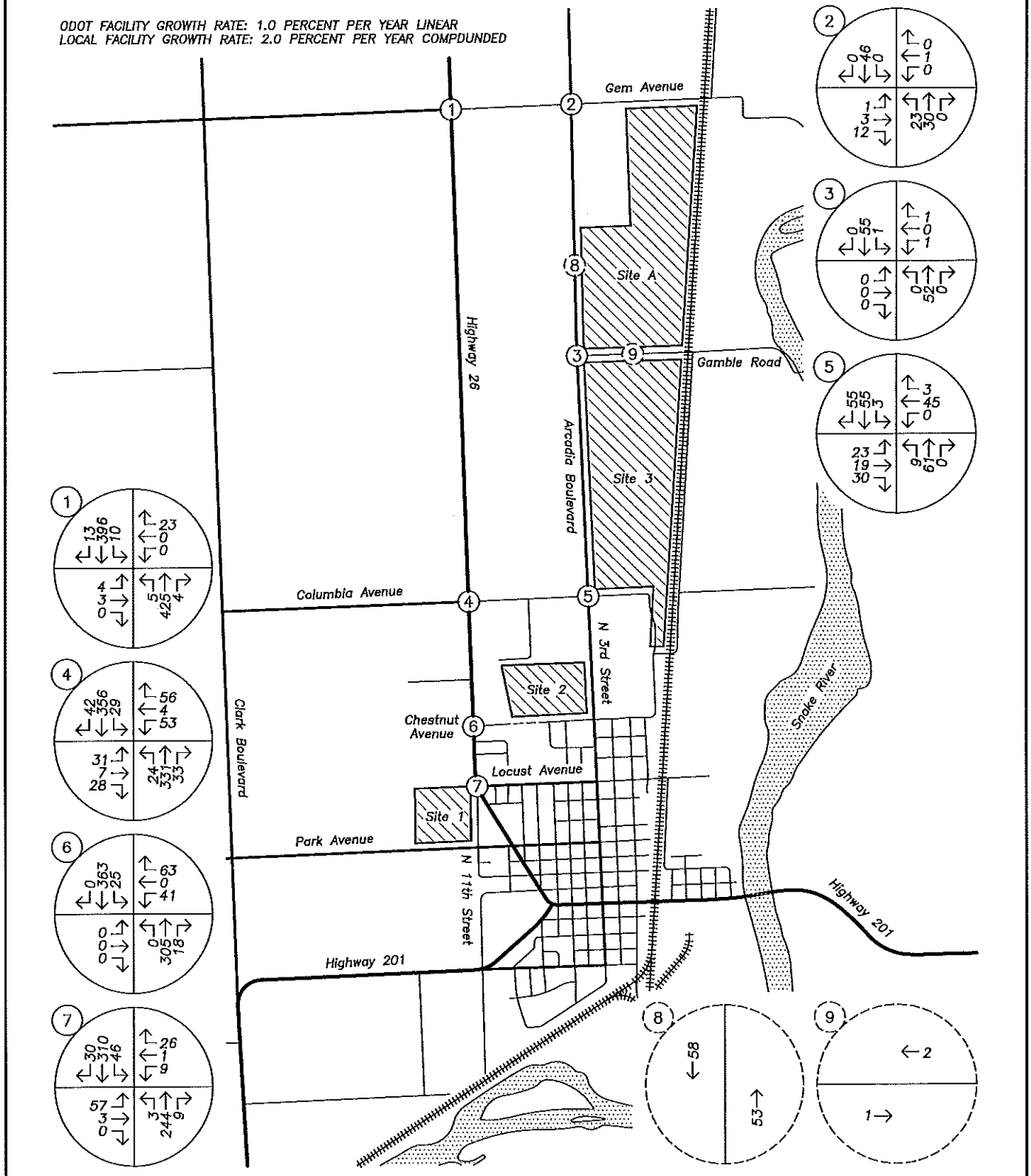
However, given the calculated growth rate is relatively low, for the purposes of this analysis an assumed linear growth of 1.00 percent per year was utilized. The 1.00 percent linear growth rate was applied to the measured existing traffic volumes over a 15-year period to determine year 2033 background 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.

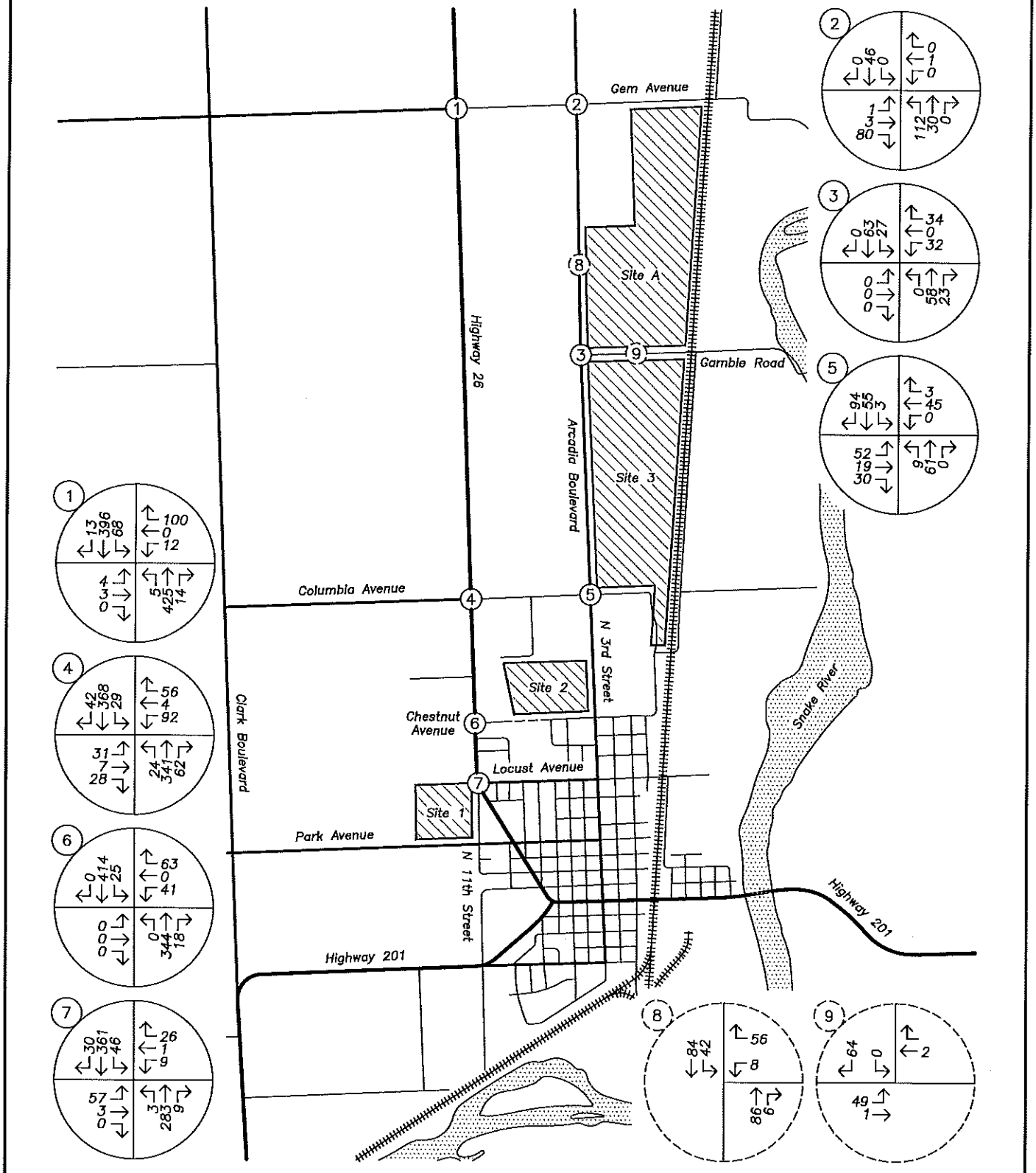
Figure 5 on page 13 shows the projected 2033 planning horizon plus buildout year traffic volumes at the study intersections during the evening peak hour.



TRAFFIC VOLUMES
Year 2033 Planning Horizon
PM Peak Hour

no scale

FIGURE 4



TRAFFIC VOLUMES
Year 2033 Planning Horizon plus Site Trips
PM Peak Hour

no scale

FIGURE 5

1e

Table 4: Crash Type Summary

	Intersection	Rear End	Turn	Angle	Fixed Object	Side swipe	Head On	Ped	Bike	Total Crashes
1	Highway 26 at Gem Avenue	0	0	0	0	0	0	0	0	0
2	Arcadia Boulevard at 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

	Intersection	PDO	C	B	A	Fatal	Total Crashes	MEV	Crash Rate
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

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

1 Highway 26 at Gem Avenue			
2018 Existing Conditions	B	14	0.01
2033 Planning Horizon	C	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	B	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	B	11	0.12
4 Highway 26 at Columbia Avenue			
2018 Existing Conditions	B	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	A	9	0.03
2033 Planning Horizon	B	11	0.10
2033 Planning Horizon plus Site Trips	B	11	0.16
6 Highway 26 at Chestnut Avenue			
2018 Existing Conditions	-	-	-
2033 Planning Horizon	B	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)

		Evening Peak Hour	
	LOS	Delay (s)	v/c
7 Highway 26 at Locust Avenue			
2018 Existing Conditions	B	14	0.05
2033 Planning Horizon	C	20	0.22
2033 Planning Horizon plus Site Trips	C	24	0.26
8 Arcadia Blvd at Western Access			
2033 Planning Horizon plus Site Trips	B	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.

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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.

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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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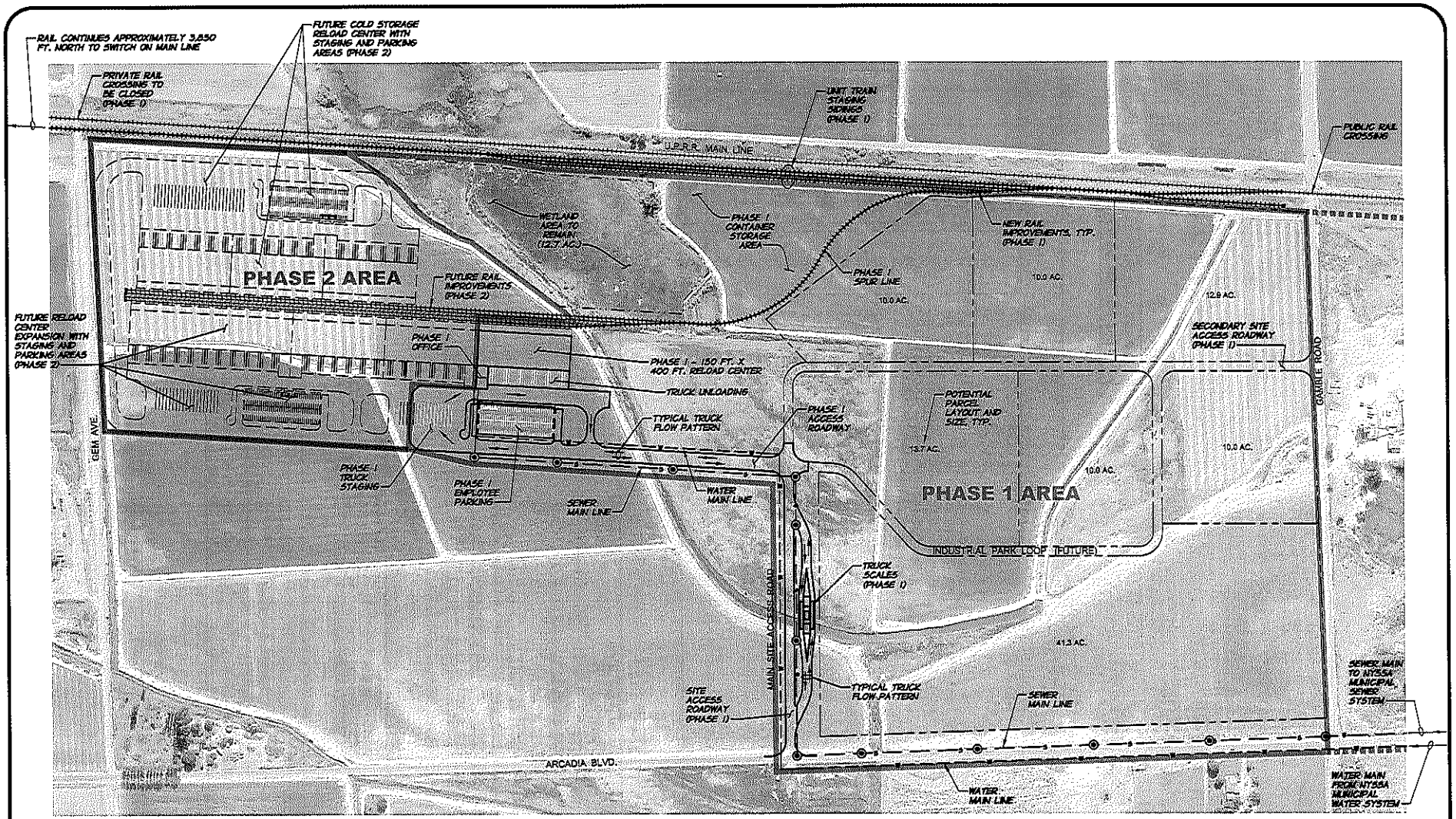
Appendix



ACREAGE

PHASE 1	172.5 AC.
PHASE 2	44.5 AC.
TOTAL	217.0 AC.

NOTE

WATER AND SEWER SHOWN IS FOR ONLY PHASE 1, PRIMARILY THE RELOAD FACILITY.

200 0 200 400 800
SCALE IN FEET

anderson perry & associates, inc.

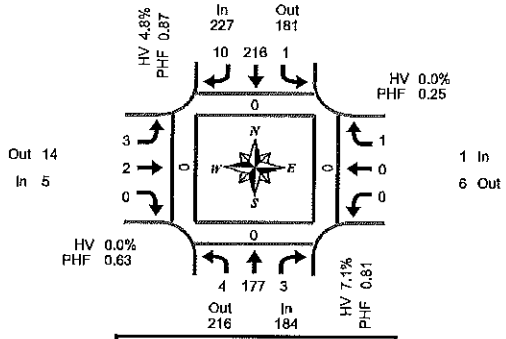
TREASURE VALLEY RELOAD CENTER
MALHEUR COUNTY DEVELOPMENT CORPORATION

EXHIBIT C
PHASE 1 LAYOUT AND ANTICIPATED FUTURE PHASE 2 EXPANSION

FIGURE
1

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

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 Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	12	0	0	0	15	1	0	1	0	0	0	0	0	0	0	29	0	0	0	0
4:05 PM	0	15	0	0	0	13	0	0	1	0	1	0	0	0	0	0	30	0	0	0	0
4:10 PM	1	22	0	0	1	18	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0
4:15 PM	1	8	0	0	0	21	2	0	0	0	0	0	0	0	0	0	32	0	0	0	0
4:20 PM	0	7	0	0	0	20	1	0	3	0	0	0	0	0	0	0	31	0	0	0	0
4:25 PM	0	5	0	0	1	24	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
4:30 PM	0	21	0	0	0	16	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0
4:35 PM	0	11	0	0	0	15	3	0	1	0	0	0	0	0	0	0	30	0	0	0	0
4:40 PM	0	25	0	0	0	23	0	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	0
4:50 PM	0	7	0	0	0	19	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0
4:55 PM	1	14	1	0	0	13	0	0	0	1	0	0	0	0	0	0	30	0	0	0	0
5:00 PM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0
5:05 PM	1	18	0	0	0	20	1	0	0	0	0	0	0	0	0	0	40	0	0	0	0
5:10 PM	1	13	1	0	0	22	0	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	0	0	37	0	0	0	0
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	0	0
5:30 PM	0	14	0	0	0	16	1	0	1	0	0	0	0	1	0	0	33	0	0	0	0
5:35 PM	0	12	0	0	0	13	0	0	0	0	0	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	0	0
5:45 PM	0	11	0	0	0	7	1	0	0	0	0	0	0	0	0	0	19	0	0	0	0
5:50 PM	0	10	0	0	1	16	1	0	0	0	1	0	0	0	0	0	29	0	0	0	0
5:55 PM	0	11	0	0	0	14	0	0	2	0	0	0	0	0	1	0	28	0	0	0	0
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 Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	49	0	0	1	46	1	0	2	0	1	0	0	0	0	0	101	0	0	0	0
4:15 PM	1	20	0	0	1	65	3	0	3	0	0	0	0	0	0	0	93	0	0	0	0
4:30 PM	0	57	0	0	0	54	3	0	2	0	0	0	0	0	0	0	116	0	0	0	0
4:45 PM	2	32	1	0	0	53	2	0	0	1	0	0	0	0	0	0	91	0	0	0	0
5:00 PM	2	45	1	0	0	59	1	0	0	1	0	0	0	0	1	0	110	0	0	0	0
5:15 PM	0	43	1	0	1	50	4	0	1	0	0	0	0	0	0	0	100	0	0	0	0
5:30 PM	0	46	0	0	0	39	1	0	2	0	0	0	0	1	0	0	89	0	0	0	0
5:45 PM	0	32	0	0	1	37	2	0	2	0	1	0	0	0	1	0	76	0	0	0	0
Total 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	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	184	216	400	0	227	181	408	0	5	14	19	0	1	6	7	0	417	0	0	0	0
%HV		7.1%				4.8%				0.0%				0.0%			5.8%				
PHF		0.81				0.87				0.63				0.25			0.90				

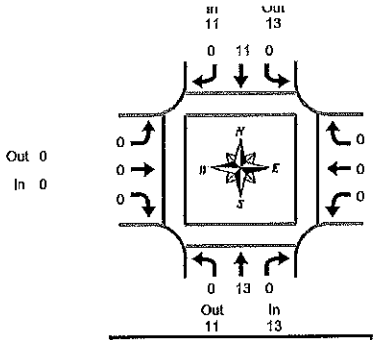
By Movement	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	177	3	184	1	216	10	227	3	2	0	5	0	0	1	1	417
%HV	0.0%	7.3%	0.0%	7.1%	0.0%	5.1%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%
PHF	0.50	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 Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	158	1	0	2	218	9	0	7	1	1	0	0	0	0	0	401	0	0	0	0
4:15 PM	5	154	2	0	1	231	9	0	5	2	0	0	0	0	1	0	410	0	0	0	0
4:30 PM	4	177	3	0	1	216	10	0	3	2	0	0	0	0	1	0	417	0	0	0	0
4:45 PM	4	168	3	0	1	201	8	0	3	2	0	0	0	1	1	0	390	0	0	0	0
5:00 PM	2	168	2	0	2	185	8	0	5	1	1	0	0	1	2	0	375	0	0	0	0

Heavy Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



Hwy 26 & Gem Ave

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

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 Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	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	0	2	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	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	0	2	0	2	0	3	0	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	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:50 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	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	0	1	0	0	0	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	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	22	0	22	0	21	0	21	1	0	1	2	0	0	0	0	45

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

Interval Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	6	0	6	0	3	0	3	1	0	1	2	0	0	0	0	11
4:15 PM	0	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	0	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	0	0	0	0	0	0	0	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	0	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

By Approach	Northbound Hwy 26			Southbound Hwy 26			Eastbound Gem Ave			Westbound Gem Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	11	24	11	13	24	0	0	0	0	0	0	24
PHF	0.54			0.55			0.00			0.00			0.60

By Movement	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Total
	L	T	R	Total	L	T	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	0.00	0.00	0.00	0.00	0.60

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	16	0	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	0	0	0	0	0	25
4:30 PM	0	13	0	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	0	0	15
5:00 PM	0	6	0	6	0	9	0	9	0	0	0	0	0	0	0	0	15

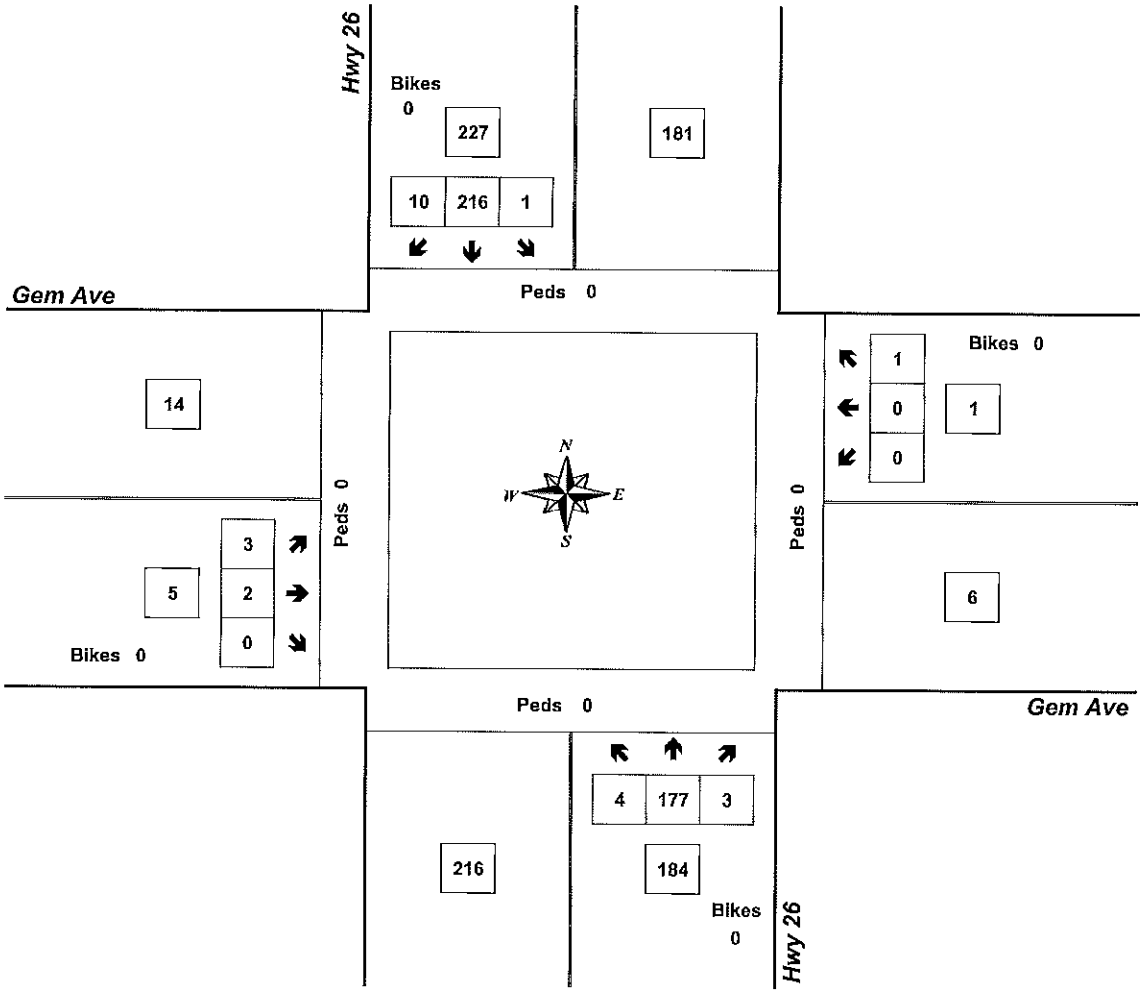
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Hwy 26 & Gem Ave

4:30 PM to 5:30 PM
Wednesday, November 28, 2018

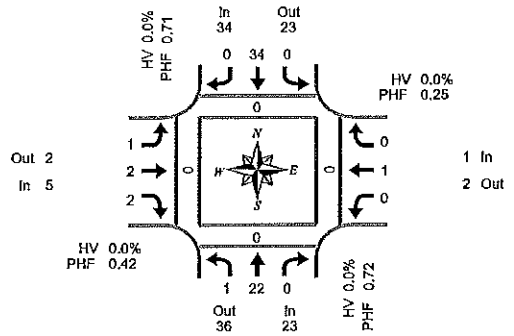


Approach	PHF	HV%	Volume
EB	0.63	0.0%	5
WB	0.25	0.0%	1
NB	0.81	7.1%	184
SB	0.87	4.8%	227
Intersection	0.90	5.8%	417

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

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

Interval Start Time	Northbound Arcadia Blvd L	T	R	Bikes	Southbound Arcadia Blvd L	T	R	Bikes	Eastbound Gem Ave L	T	R	Bikes	Westbound Gem Ave L	T	R	Bikes	Interval Total	Pedestrians Crosswalk North	South	East	West
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	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	0
4:10 PM	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	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	0	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	0	0	0	0	0	0	0	0	0	5	0	0	0	0
4:35 PM	0	4	0	0	0	2	0	0	0	0	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	0	0	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
5:10 PM	1	1	0	0	0	3	0	0	0	0	0	0	0	0	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	0	0	5	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0
5:35 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
5:40 PM	0	0	0	0	0	2	0	0	0	0	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	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0
5:55 PM	1	0	0	0	0	4	0	0	0	0	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 Start Time	Northbound Arcadia Blvd L	T	R	Bikes	Southbound Arcadia Blvd L	T	R	Bikes	Eastbound Gem Ave L	T	R	Bikes	Westbound Gem Ave L	T	R	Bikes	Interval Total	Pedestrians Crosswalk North	South	East	West
4:00 PM	0	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
4:15 PM	0	6	0	0	0	5	0	0	0	0	1	0	0	0	0	0	12	0	0	0	0
4:30 PM	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
4:45 PM	0	4	0	0	0	3	0	0	1	0	1	0	0	0	0	0	9	0	0	0	0
5:00 PM	1	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
5:15 PM	0	8	0	0	0	8	0	0	0	2	1	0	0	0	0	0	19	0	0	0	0
5:30 PM	0	3	0	0	0	11	0	0	0	0	0	0	0	1	0	0	15	0	0	0	0
5:45 PM	1	1	0	0	0	5	0	0	0	0	1	0	0	0	1	0	9	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

Peak Hour Summary
4:35 PM to 5:35 PM

By Approach	Northbound Arcadia Blvd In	Out	Total	Bikes	Southbound Arcadia Blvd In	Out	Total	Bikes	Eastbound Gem Ave In	Out	Total	Bikes	Westbound Gem Ave In	Out	Total	Bikes	Total	Pedestrians Crosswalk North	South	East	West
Volume	23	36	59	0	34	23	57	0	5	2	7	0	1	2	3	0	63	0	0	0	0
%HV		0.0%				0.0%				0.0%				0.0%			0.0%				
PHF		0.72				0.71				0.42				0.25			0.79				

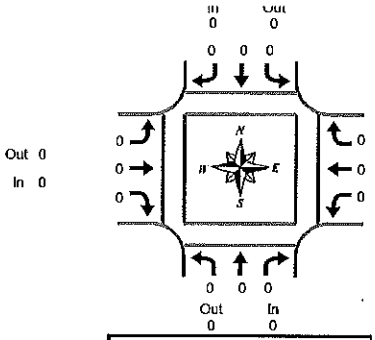
By Movement	Northbound Arcadia Blvd L	T	R	Total	Southbound Arcadia Blvd L	T	R	Total	Eastbound Gem Ave L	T	R	Total	Westbound Gem Ave L	T	R	Total	Total
Volume	1	22	0	23	0	34	0	34	1	2	2	5	0	1	0	1	63
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.25	0.69	0.00	0.72	0.00	0.71	0.00	0.71	0.25	0.25	0.50	0.42	0.00	0.25	0.00	0.25	0.79

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Arcadia Blvd L	T	R	Bikes	Southbound Arcadia Blvd L	T	R	Bikes	Eastbound Gem Ave L	T	R	Bikes	Westbound Gem Ave L	T	R	Bikes	Interval Total	Pedestrians Crosswalk North	South	East	West
4:00 PM	0	20	0	0	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	0	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	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Arcadia Blvd & Gem Ave

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

Peak Hour Summary
4:35 PM to 5:35 PM

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

Interval Start Time	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	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	0	0	0	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	0	0	0	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	0	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	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 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	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	0	0	0	0	0	0	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	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	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
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	0	0	0	0	0
Total Survey	0	0	0	0	0	0	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 Start Time	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	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	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	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0

Heavy Vehicle Peak Hour Summary
4:35 PM to 5:35 PM

By Approach	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound Gem Ave			Westbound Gem Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound Gem Ave				Westbound Gem Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	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	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

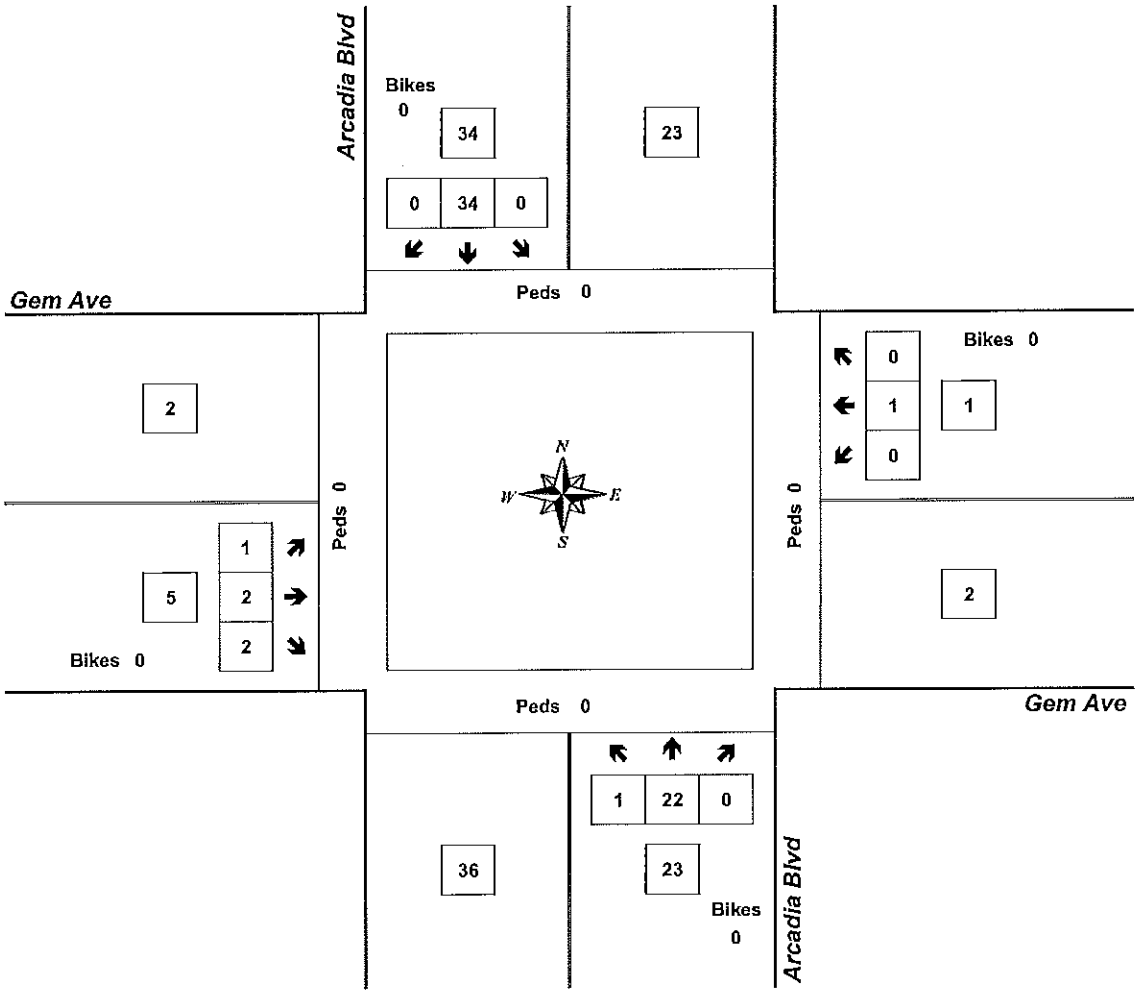
Interval Start Time	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound Gem Ave				Westbound Gem Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Arcadia Blvd & Gem Ave

4:35 PM to 5:35 PM
Wednesday, November 28, 2018

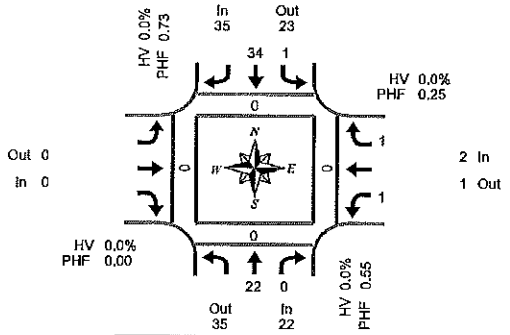


Approach	PHF	HV%	Volume
EB	0.42	0.0%	5
WB	0.25	0.0%	1
NB	0.72	0.0%	23
SB	0.71	0.0%	34
Intersection	0.79	0.0%	63

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:10 PM to 5:10 PM

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 Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound		Westbound Gamble Rd			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes			North	South	East	West
4:00 PM	0	0	0	0	1	0	0	0	0	0	1		0	0	0	0
4:05 PM	1	0	0	0	2	0	0	0	0	0	3		0	0	0	0
4:10 PM	2	0	0	1	6	0	0	0	0	0	9		0	0	0	0
4:15 PM	2	0	0	0	4	0	0	0	0	0	6		0	0	0	0
4:20 PM	1	0	0	0	1	0	0	0	0	0	2		0	0	0	0
4:25 PM	2	0	0	0	3	0	0	0	1	0	6		0	0	0	0
4:30 PM	3	0	0	0	2	0	0	1	0	0	6		0	0	0	0
4:35 PM	5	0	0	0	2	0	0	0	0	0	7		0	0	0	0
4:40 PM	1	0	0	0	3	0	0	0	0	0	4		0	0	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	0	0	0	0	4		0	0	0	0
5:00 PM	1	0	0	0	2	0	0	0	0	0	3		0	0	0	0
5:05 PM	2	0	0	0	4	0	0	0	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	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	0	2	0	0	0	0	0	3		0	0	0	0
5:35 PM	1	0	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		0	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	0	4		0	0	0	0
Total Survey	36	0	0	1	66	0	0	1	1	0	105		0	0	0	0

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

Interval Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound		Westbound Gamble Rd			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes			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		0	0	0	0
4:30 PM	9	0	0	0	7	0	0	1	0	0	17		0	0	0	0
4:45 PM	3	0	0	0	7	0	0	0	0	0	10		0	0	0	0
5:00 PM	4	0	0	0	10	0	0	0	0	0	14		0	0	0	0
5:15 PM	8	0	0	0	8	0	0	0	0	0	16		0	0	0	0
5:30 PM	2	0	0	0	10	0	0	0	0	0	12		0	0	0	0
5:45 PM	2	0	0	0	7	0	0	0	0	0	9		0	0	0	0
Total Survey	36	0	0	1	66	0	0	1	1	0	105		0	0	0	0

Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound				Westbound Gamble Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	22	35	57	0	35	23	58	0	0	0	0	0	2	1	3	0	59	0	0	0	0
%HV		0.0%				0.0%				0.0%				0.0%			0.0%				
PHF		0.55				0.73				0.00				0.25			0.78				

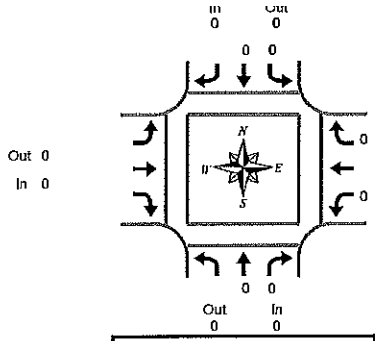
By Movement	Northbound Arcadia Blvd				Southbound Arcadia Blvd				Eastbound				Westbound Gamble Rd				Total
	T	R	Total		L	T	Total				Total		L	R	Total		
Volume	22	0	22		1	34	35				0		1	1	2		59
%HV	NA	0.0%	0.0%	0.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%
PHF		0.55	0.00	0.55	0.25	0.77		0.73				0.00	0.25		0.25	0.25	0.78

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound		Westbound Gamble Rd			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes	Bikes	L	R	Bikes			North	South	East	West
4:00 PM	20	0	0	1	31	0	0	1	1	0	54		0	0	0	0
4:15 PM	21	0	0	0	32	0	0	1	1	0	55		0	0	0	0
4:30 PM	24	0	0	0	32	0	0	1	0	0	57		0	0	0	0
4:45 PM	17	0	0	0	35	0	0	0	0	0	52		0	0	0	0
5:00 PM	16	0	0	0	35	0	0	0	0	0	51		0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Out 0
In 0

Arcadia Blvd & Gamble Rd

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

Peak Hour Summary
4:10 PM to 5:10 PM

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

Interval Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound	Westbound Gamble Rd			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total	
4:00 PM	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
4:10 PM	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
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	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0
4:40 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
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	0	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	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
5:50 PM	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
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 Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound	Westbound Gamble Rd			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total	
4:00 PM	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
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	0	0	0	0	0	0	0	0	0
5:15 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
5:45 PM	0	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 Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound			Westbound Gamble Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound	Westbound Gamble Rd			Total
	T	R	Total	L	T	Total	Total	L	R	Total	
Volume	0	0	0	0	0	0	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	0.00

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

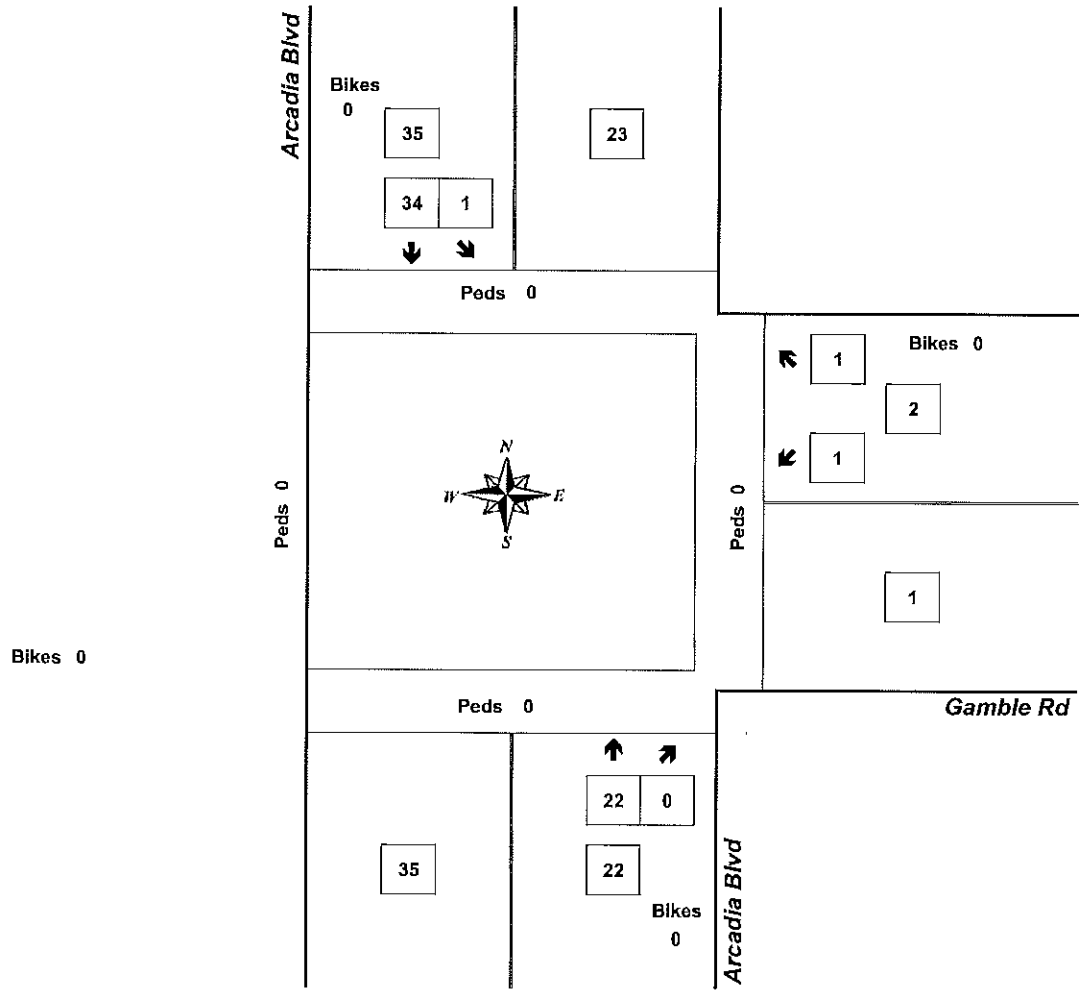
Interval Start Time	Northbound Arcadia Blvd			Southbound Arcadia Blvd			Eastbound	Westbound Gamble Rd			Interval Total
	T	R	Total	L	T	Total	Total	L	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Arcadia Blvd & Gamble Rd

4:10 PM to 5:10 PM
Wednesday, November 28, 2018

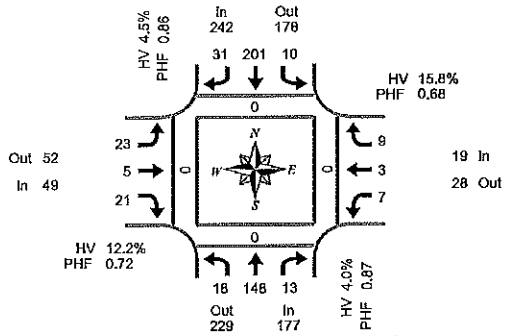


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.25	0.0%	2
NB	0.55	0.0%	22
SB	0.73	0.0%	35
Intersection	0.78	0.0%	59

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:25 PM to 5:25 PM

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

Interval Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		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	0	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	8	1	0	0	17	6	0	1	0	1	0	0	0	1	0	38	0	0	0	0
4:30 PM	1	13	3	0	0	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	1	0	0	0	2	0	44	0	0	0	0
4:40 PM	3	12	0	0	0	20	3	0	2	0	0	0	1	0	2	0	43	0	0	0	0
4:45 PM	0	7	2	0	0	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	0	9	2	0	4	14	1	0	1	1	3	0	1	0	1	0	37	0	0	0	0
5:10 PM	1	12	1	0	2	21	4	0	0	0	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	0	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	0	0
5:35 PM	5	13	0	0	0	11	1	0	1	0	8	0	2	0	1	0	42	0	0	0	0
5:40 PM	0	11	0	0	3	6	3	0	3	0	2	0	1	0	1	0	30	0	0	0	0
5:45 PM	1	8	1	1	3	4	0	0	1	1	0	0	1	0	1	0	21	0	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	0	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 Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		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	8	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	0	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	0	0	0	0
5:30 PM	6	37	1	0	5	27	12	0	5	0	12	0	5	1	3	0	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

By Approach	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	177	229	406	0	242	178	420	0	49	52	101	0	19	28	47	0	487
%HV		4.0%				4.5%				12.2%				15.8%			5.5%
PHF		0.87				0.86				0.72				0.68			0.92

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

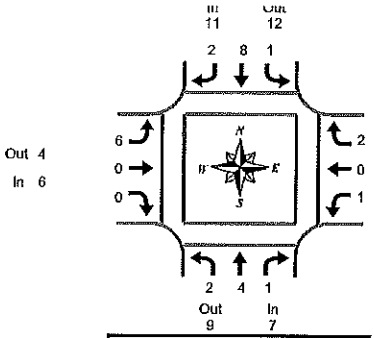
By Movement	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	18	146	13	177	10	201	31	242	23	5	21	49	7	3	9	19	487
%HV	11.1%	2.7%	7.7%	4.0%	10.0%	4.0%	6.5%	4.5%	26.1%	0.0%	0.0%	12.2%	14.3%	0.0%	22.2%	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

Interval Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		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	0	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	0	0
4:45 PM	18	147	11	0	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

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



Hwy 26 & Columbia Ave

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

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 Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	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	0	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	0	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	0	0	3
4:35 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	1	1	4
4:40 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	1	2	4
4:45 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 PM	0	0	1	1	1	2	0	3	0	0	0	0	0	0	0	0	4
5:10 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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 Start Time	Northbound Hwy 28				Southbound Hwy 28				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	1	3	2	2	1	5	0	0	1	1	0	1	1	2	11
4:15 PM	0	0	0	0	0	3	1	4	1	0	0	1	0	0	1	1	6
4:30 PM	0	2	0	2	0	3	1	4	2	0	0	2	1	0	2	3	11
4:45 PM	1	1	0	2	0	1	0	1	2	0	0	2	0	0	0	0	5
5:00 PM	0	1	1	2	1	2	1	4	0	0	0	0	0	0	0	0	6
5:15 PM	1	1	0	2	0	1	0	1	1	0	0	1	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
5:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Survey	2	8	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	Northbound Hwy 26			Southbound Hwy 26			Eastbound Columbia Ave			Westbound Columbia Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
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 Movement	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	4	1	7	1	8	2	11	6	0	0	6	1	0	2	3	27
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

Interval Start Time	Northbound Hwy 26				Southbound Hwy 26				Eastbound Columbia Ave				Westbound Columbia Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	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	0	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	0	0	0	0	15

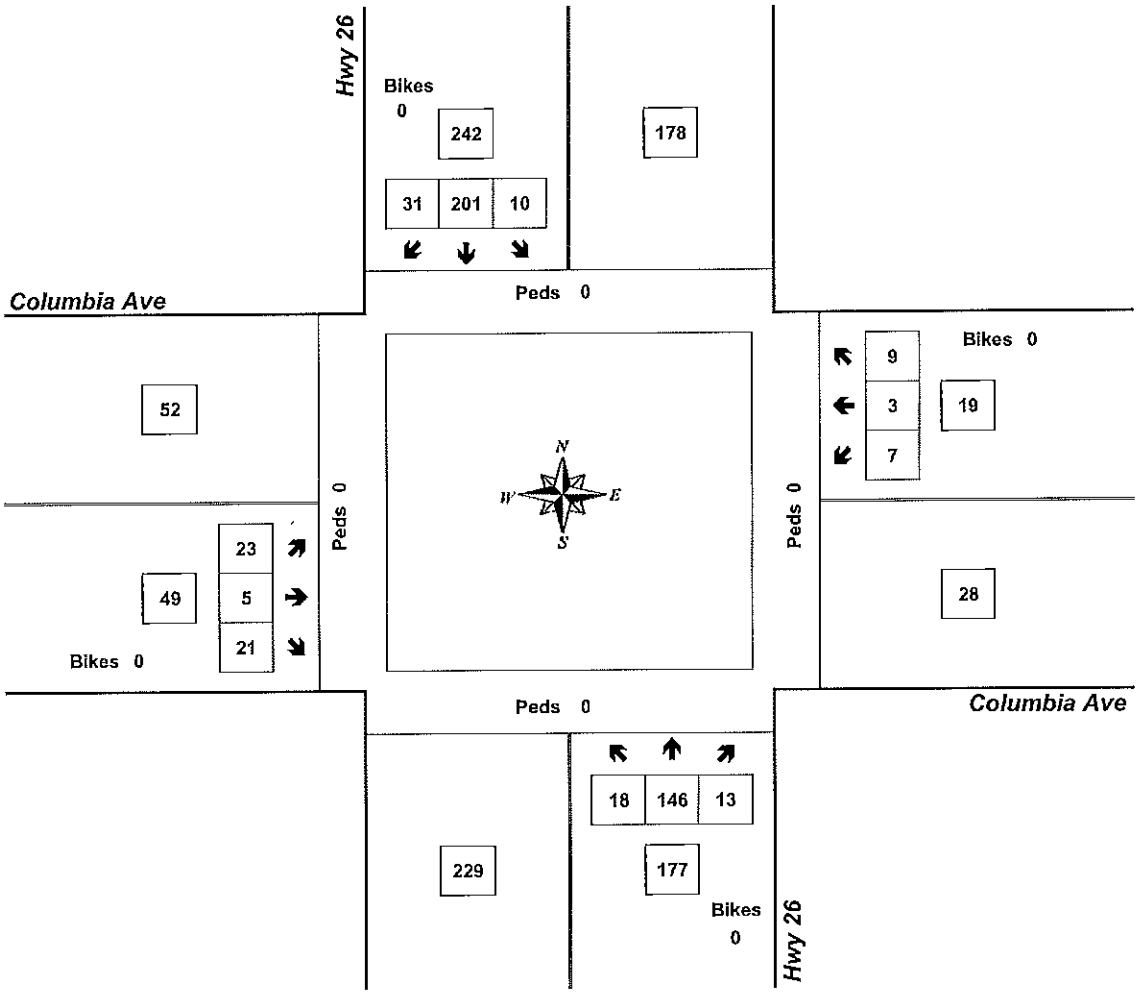
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Hwy 26 & Columbia Ave

4:25 PM to 5:25 PM
Wednesday, November 28, 2018



Approach	PHF	HV%	Volume
EB	0.72	12.2%	49
WB	0.68	15.8%	19
NB	0.87	4.0%	177
SB	0.86	4.5%	242
Intersection	0.92	5.5%	487

Count Period: 4:00 PM to 6:00 PM

Highway 26 at Columbia Avenue - PM Vehicle Counts

Interval Start Time	Northbound					Southbound					Eastbound					Westbound					Interval Total
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	
3:00 - 3:15	1	31	1	6	0	4	29	2	7	0	3	1	3	0	0	2	0	2	1	0	79
3:15 - 3:30	4	37	4	3	0	4	30	3	3	0	3	2	1	0	0	5	1	3	1	0	97
3:30 - 3:45	2	36	3	2	0	1	35	2	5	0	1	1	2	0	0	2	2	7	3	0	94
3:45 - 4:00	3	28	2	4	0	2	32	6	2	0	5	0	3	2	0	2	1	4	0	0	88
4:00 - 4:15	7	30	2	5	0	3	31	2	1	0	3	1	3	1	0	1	0	2	2	0	85
4:15 - 4:30	2	27	2	4	0	3	46	2	8	0	5	0	7	1	0	3	0	1	0	0	98
4:30 - 4:45	2	28	3	4	0	4	37	9	4	0	2	1	6	1	0	0	0	1	0	0	93
4:45 - 5:00	4	24	2	4	0	4	38	10	3	0	3	1	4	2	0	2	0	1	0	0	93
5:00 - 5:15	6	32	2	0	0	2	51	7	5	0	3	0	6	1	0	1	1	0	0	0	111
5:15 - 5:30	5	43	4	1	0	1	59	7	1	0	3	1	2	1	0	1	0	1	0	0	127
5:30 - 5:45	2	29	3	5	0	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
Peak Hour Totals	**40**	**364**	**29**	**40**	**0**	**33**	**458**	**60**	**47**	**0**	**35**	**9**	**42**	**11**	**0**	**23**	**6**	**25**	**7**	**0**	1124
IN		433					551					86					54				
OUT		424					523					71					106				

	Calc
Peak 15 Flow	**127**
Peak Hour Flow	395
PHF	0.78

Columbia Avenue at Arcadia Boulevard - PM Vehicle Counts

Interval Start Time	Northbound					Southbound					Eastbound					Westbound					Interval Total
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	
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	0	3	0	4	1	0	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	0	1	7	1	3	0	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	0	9	0	1	0	3	0	1	0	0	0	0	0	0	0	22
5:15 - 5:30	1	6	0	1	0	0	11	0	2	0	1	1	3	0	0	0	0	0	0	0	23
5:30 - 5:45	3	6	0	0	0	0	1	0	0	0	1	0	4	0	0	0	2	1	0	0	18
5:45 - 6:00	1	2	0	0	0	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
IN		108					125					64					9				
OUT		100					148					12					46				

	Calc
Peak 15 Flow	**34**
Peak Hour Flow	**109**
PHF	**0.80**

Highway 26 at Locust Avenue - PM Vehicle Counts

Interval Start Time	Northbound					Southbound					Eastbound					Westbound					Interval Total
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	
4:00 - 4:15	0	50	4	10	0	1	28	3	9	0	4	0	0	0	0	2	2	3	0	0	97
4:15 - 4:30	1	23	0	3	0	9	52	5	9	0	2	0	0	0	0	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	0	0	3	0	0	105
4:45 - 5:00	0	38	2	7	0	7	39	2	4	0	3	2	0	0	0	1	0	4	1	0	98
5:00 - 5:15	0	49	4	5	0	7	45	2	9	0	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	0	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**	**308**	**28**	**54**	**0**	**20**	**5**	**0**	**0**	**0**	**10**	**5**	**32**	**2**	**0**	774
IN		326					376					25					47				
OUT		359					318					55					42				

	Calc
Peak 15 Flow	**115**
Peak Hour Flow	**419**
PHF	**0.91**

1e

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**

Source: Trip Generation Manual, Tenth Edition

1e

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**

Source: Trip Generation Manual, Tenth Edition

1e

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**

Source: Trip Generation Manual, Tenth Edition

1e

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**

Source: Trip Generation Manual, Tenth Edition

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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**

Source: TRIP GENERATION, Tenth Edition

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NYSSA, MALHEUR COUNTY

CENTRAL OREGON HY at 11TH ST, City of Nyssa, Malheur County, 01/01/2012 to 12/31/2016

SER# / INVEST / RD DPT / UNLOC?	S P E D	A	L	D U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V#	TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

007: CENTRAL OREGON

Highway 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.

SER# INVEST RD DPT UNLOC?	S P E E D	A L C	D R U G S	S C H L	W O R K	DATE DAY TIME LAT	COUNTY CITY URBAN AREA LONG	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00394	N	N	N	N	N	10/29/2015	MALHEUR	1 06		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											03
STATE						TH		MN 0		CN		STOP SIGN	N	WET	ANGL		PRVTE	S -N									000		00
N						1A		264.66		04	0		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	M	UNK		021	000		03
																								UNK					
00342	Y	Y	Y	N	N	10/29/2012	MALHEUR	1 06		STRGHT		N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT										088,053	01
STATE						MO		MN 0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N -S									000	088,053	00
Y						12A		264.69		08			N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	58	M	OTH-Y		080	000		01
N						43 53	-117 0 22.4882563		000700100S00		(04)													N-RES					
						39.7033174																							
00024	Y	N	N	N	N	01/18/2016	MALHEUR	1 06		STRGHT		N	Y	FOG	FIX OBJ	01	NONE 9	STRGHT										079,121,1	01
																												24	
STATE						MO		MN 0		UN	(NONE)	UNKNOWN	N	WET	FIX		N/A	W -E									000		00
Y						8P		264.72		01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						43 53 38.2	-117 0 22.48		000700100S00		(02)													UNK					
00051	Y	N	N	N	N	03/01/2012	MALHEUR	1 06		STRGHT		N	Y	SNOW	FIX OBJ	01	NONE 0	STRGHT										088,124	01
STATE						TH		MN 0		UN	(NONE)	UNKNOWN	N	SNO	FIX		PRVTE	N -S									001	088,124	00
Y						9A		264.76		01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		047	017		01
N						43 53	-117 0 22.4608054		000700100S00		(02)													OR<25					
						36.1999978																							

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS 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 Non-Add mileage

SER# / INVEST / RD DPT / UNLOC?	S P E E D	D R A L C	S U G S	W C H L	DATE / DAY / TIME / LAT	LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NYSSA, MALHEUR COUNTY

CENTRAL OREGON BY at LOCUST AVE, City of Nyssa, Malheur County, 01/01/2012 to 12/31/2016

SER# / INVEST / RD DPT / UNLOC?	S P E D	A	J	C	S	L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	NTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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 submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

007: CENTRAL OREGON

Highway 007 ALL ROAD TYPES, MP 265.3 to 265.5 01/01/2012 to 12/31/2016, Both Add and Non-Add mileage

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	A	R U / L	S C / G	W O / H	R	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00132	N	N	N	N	N	N	04/22/2016	MALHEUR	1 06		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										02
CITY							FR	NYSSA	MN 0	LOCUST AVE	CN		STOP SIGN	N	DRY	TURN		N/A	E -SE									000	00
N							12P		265.40	THUNDEREGG BLVD	01	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							43 53 2.3	-117 0 22.12		0007001D0S00																UNK				
																	02	NONE 9	STRGHT										
																		N/A	NW-SE									000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				

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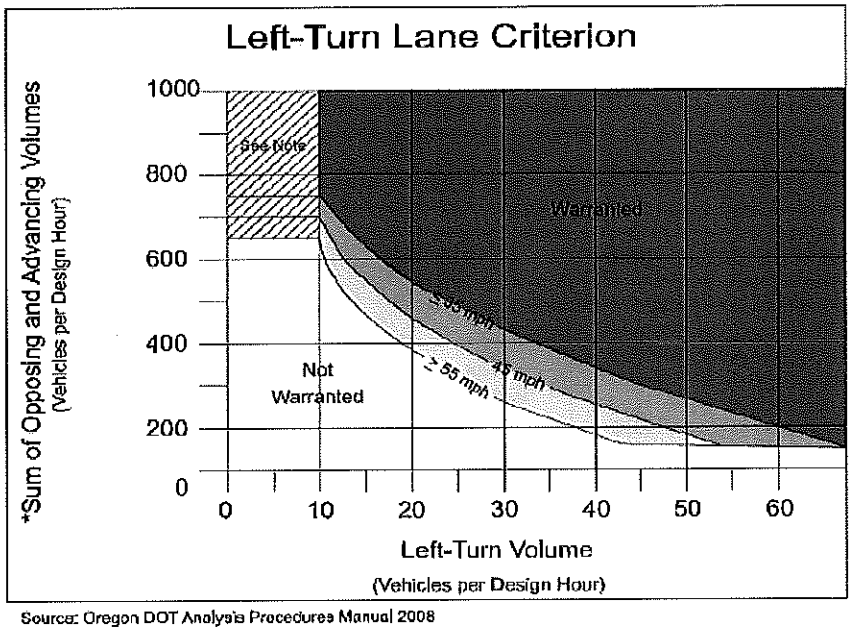
Project: Nyssa Industrial Lands Project
Intersection: Highway 26 at Gem Avenue
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (SB)

Speed? 55 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	-	Left-Turn Volume	68
Approaching DHV	-	Approaching DHV	477
# of Advancing Through Lanes	-	# of Advancing Through Lanes	1
Opposing DHV	-	Opposing DHV	444
# of Opposing Through Lanes	-	# of Opposing Through Lanes	1
O+A DHV	-	**O+A DHV**	**921**
Lane Needed?	-	Lane Needed?	**Yes**



Source: Oregon DOT Analysis Procedures Manual 2008

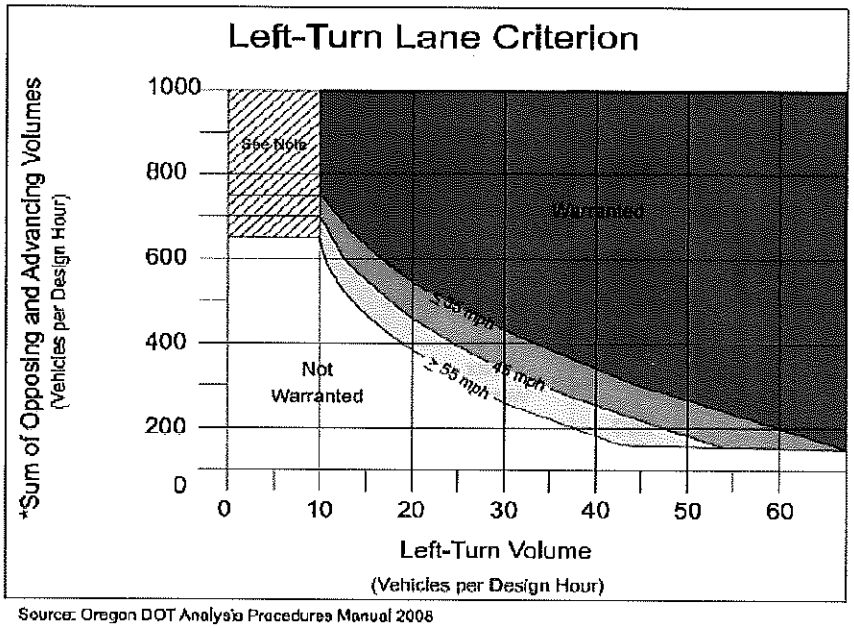
*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

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		**PM Peak Hour**	
Left-Turn Volume	-	Left-Turn Volume	25
Approaching DHV	-	Approaching DHV	388
# of Advancing Through Lanes	-	# of Advancing Through Lanes	1
Opposing DHV	-	Opposing DHV	323
# of Opposing Through Lanes	-	# of Opposing Through Lanes	1
O+A DHV	-	**O+A DHV**	**711**
Lane Needed?	-	Lane Needed?	**Yes**



Source: Oregon DOT Analysis Procedures Manual 2008

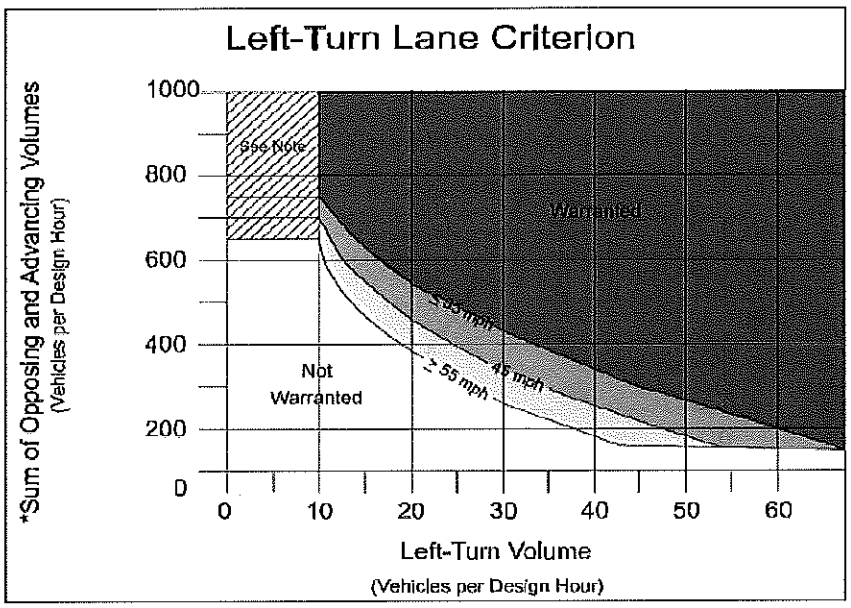
*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

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 Locust Avenue
Date: 12/6/2018
Scenario: 2018 Existing Conditions (SB)

Speed? 35 mph

AM Peak Hour		**PM Peak Hour**	
Left-Turn Volume	-	Left-Turn Volume	34
Approaching DHV	-	Approaching DHV	280
# of Advancing Through Lanes	-	# of Advancing Through Lanes	1
Opposing DHV	-	Opposing DHV	208
# of Opposing Through Lanes	-	# of Opposing Through Lanes	1
O+A DHV	-	**O+A DHV**	**488**
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.

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Arcadia Boulevard at Gem Avenue
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (NB Approach)

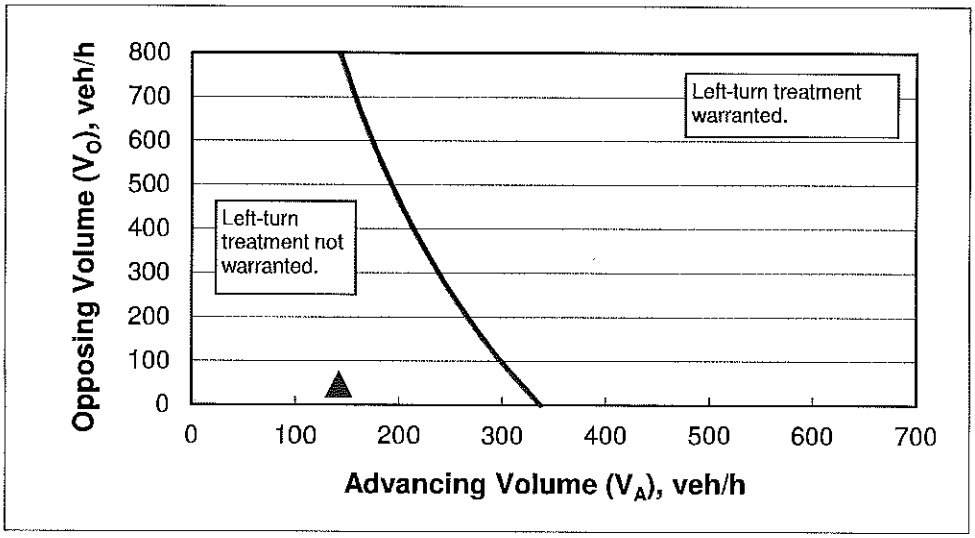
2-lane roadway (English)

INPUT

Variable	Value
85th 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-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Arcadia Boulevard at Gem Avenue
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (SB Approach)

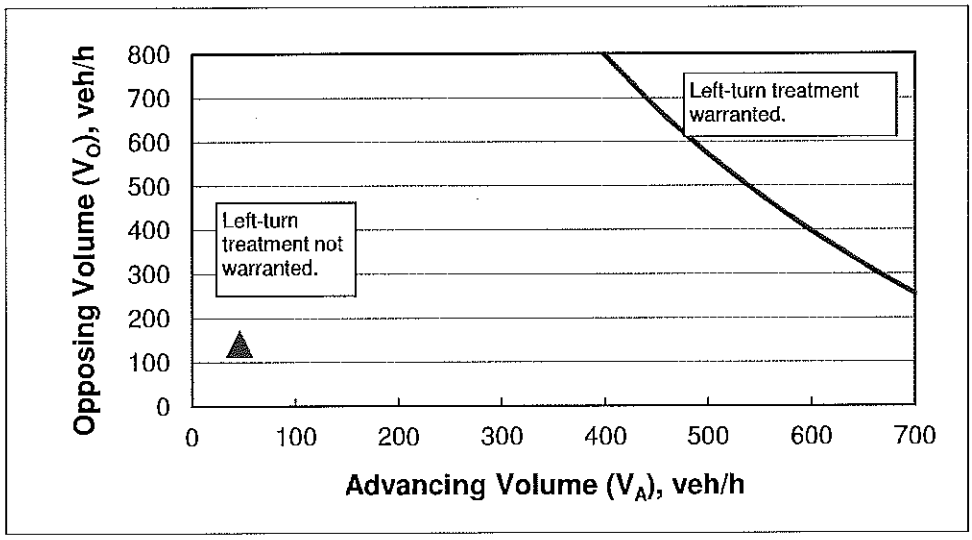
2-lane roadway (English)

INPUT

Variable	Value
85th 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 left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Arcadia Boulevard at Gamble Road
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (SB Approach)

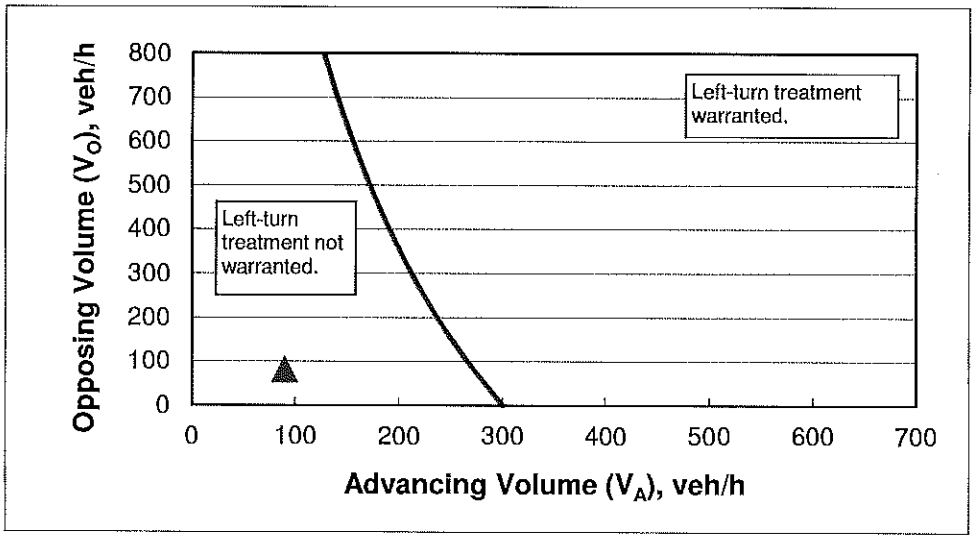
2-lane roadway (English)

INPUT

Variable	Value
85th 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.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Arcadia Boulevard at Columbia Avenue
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (NB Approach)

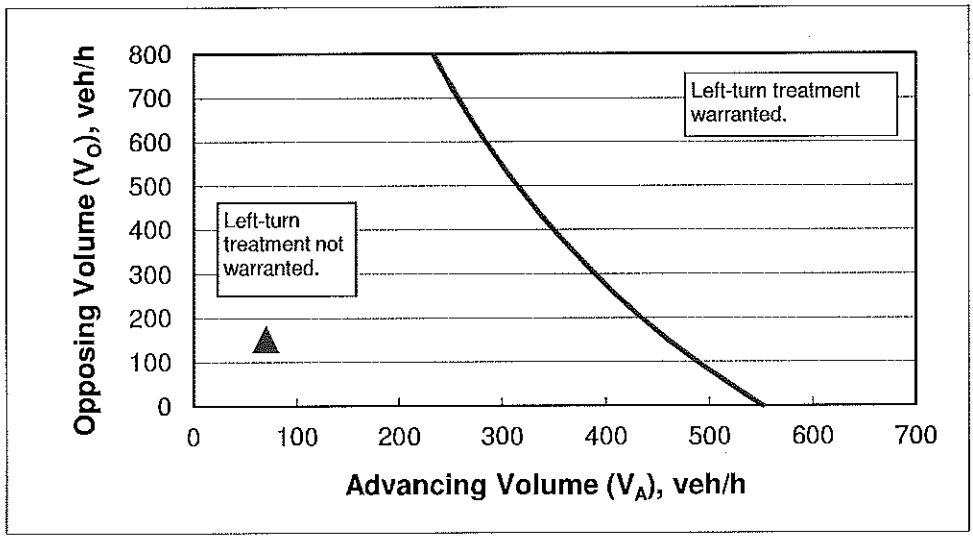
2-lane roadway (English)

INPUT

Variable	Value
85th 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 left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Arcadia Boulevard at Columbia Avenue
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (SB Approach)

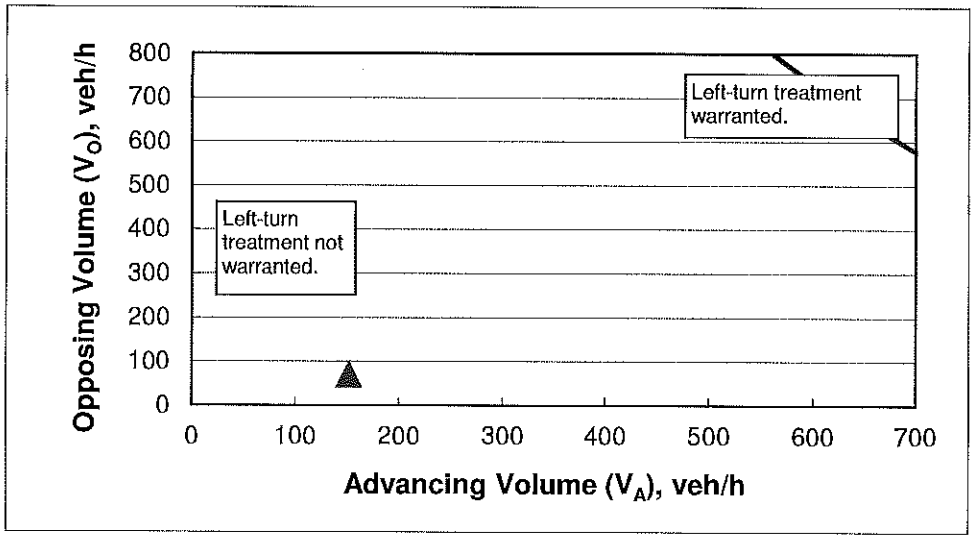
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	162
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 left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1c

Project: Nyssa Industrial Lands Project
Intersection: Site Access at Arcadia Boulevard
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (SB Approach)

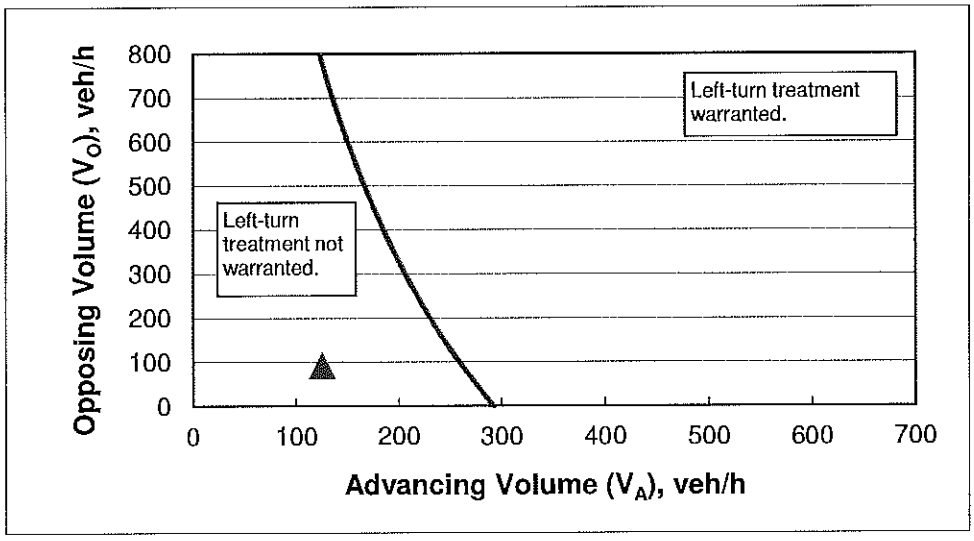
2-lane roadway (English)

INPUT

Variable	Value
85th 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 left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Left-Turn Lane Warrant Analysis

1e

Project: Nyssa Industrial Lands Project
Intersection: Site Access at Gamble Road
Date: 12/6/2018
Scenario: 2033 Planning Horizon plus Site Trips (EB Approach)

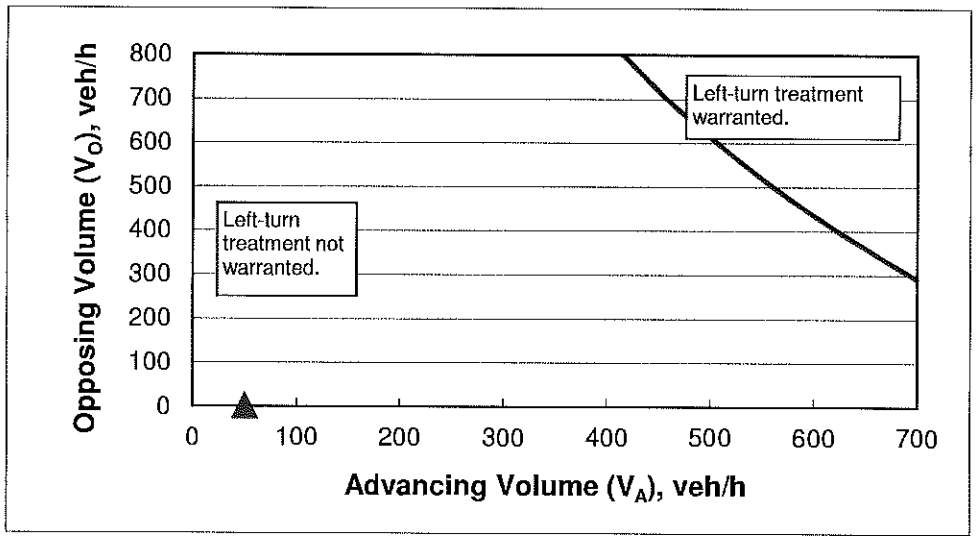
2-lane roadway (English)

INPUT

Variable	Value
85th 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 left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

1e

Project: Nyssa Industrial Lands Project
Date: 12/6/2018
Scenario: 2033 Build Scenario

Major Street:	US Highway 26	Minor Street:	Columbia Ave
Number of Lanes:	3	Number of Lanes:	1
PM Peak Hour Volumes:	866	PM Peak Hour Volumes:	96

Warrant Used:

_____ 100 percent of standard warrants used
X 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.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

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 Volume			
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%

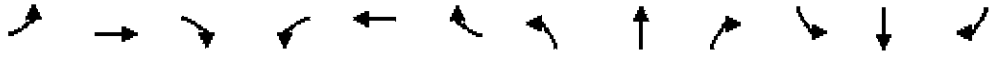
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	2	1	1	1	1	4	244	3	1	298	10
Future Volume (vph)	3	2	1	1	1	1	4	244	3	1	298	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	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			0.999				
Satd. Flow (prot)	0	1636	0	0	1612	0	0	1632	0	0	1660	0
Flt Permitted		0.976			0.984			0.999				
Satd. Flow (perm)	0	1636	0	0	1612	0	0	1632	0	0	1660	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	
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 (%)												
Lane Group Flow (vph)	0	6	0	0	3	0	0	278	0	0	343	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	1.11	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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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		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	0.90
Hourly flow rate (vph)	3	2	1	1	1	1	4	271	3	1	331	11
Pedestrians												
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	620	620	336	621	624	272	342			274		
vC1, stage 1 conf vol												
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			4.1		
tC, 2 stage (s)												
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		
cM capacity (veh/h)	397	402	706	396	400	766	1190			1272		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	6	3	278	343
Volume Left	3	1	4	1
Volume Right	1	1	3	11
cSH	430	474	1190	1272
Volume to Capacity	0.01	0.01	0.00	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	13.5	12.6	0.1	0.0
Lane LOS	B	B	A	A
Approach Delay (s)	13.5	12.6	0.1	0.0
Approach LOS	B	B		

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	28.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	2	2	1	1	1	1	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
Frt		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
Flt 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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	1	2	2	1	1	1	1	22	1	1	34	1
Future Volume (Veh/h)	1	2	2	1	1	1	1	22	1	1	34	1
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	0.79
Hourly flow rate (vph)	1	3	3	1	1	1	1	28	1	1	43	1
Pedestrians												
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	78	76	44	80	76	28	44			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	78	76	44	80	76	28	44			29		
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)	909	813	1027	901	813	1046	1564			1584		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	3	30	45
Volume Left	1	1	1	1
Volume Right	3	1	1	1
cSH	908	910	1564	1584
Volume to Capacity	0.01	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.0	9.0	0.2	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.0	0.2	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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					0.999
Satd. Flow (prot)	1694	0	1853	0	0	1861
Flt Permitted	0.976					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		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

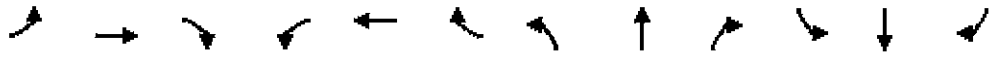
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Section 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	22	1	1	34
Future Volume (Veh/h)	1	1	22	1	1	34
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	28	1	1	44
Pedestrians						
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	74	28			29	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74	28			29	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	928	1046			1584	

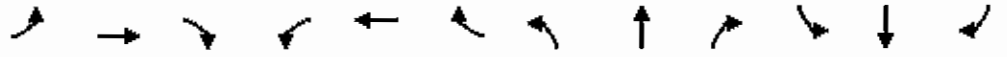
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	29	45
Volume Left	1	0	1
Volume Right	1	1	0
cSH	984	1700	1584
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.7	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	8.7	0.0	0.2
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		1	1		1	1		1
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			0.850			0.850			0.850			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		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			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)	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			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			Stop			Free			Free	

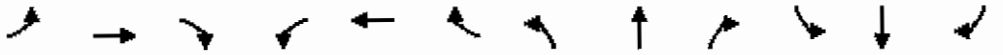
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	5	21	7	3	9	18	201	13	10	277	31
Future Volume (Veh/h)	23	5	21	7	3	9	18	201	13	10	277	31
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	0.92
Hourly flow rate (vph)	25	5	23	8	3	10	20	218	14	11	301	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			1			1						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	588	595	301	595	615	218	335			232		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	588	595	301	595	615	218	335			232		
tC, single (s)	7.2	6.6	6.3	7.3	6.7	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	94	99	97	98	99	99	98			99		
cM capacity (veh/h)	391	394	716	373	379	788	1213			1318		

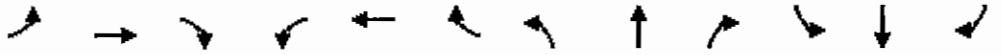
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	53	21	20	218	14	11	301	34
Volume Left	25	8	20	0	0	11	0	0
Volume Right	23	10	0	0	14	0	0	34
cSH	692	715	1213	1700	1700	1318	1700	1700
Volume to Capacity	0.08	0.03	0.02	0.13	0.01	0.01	0.18	0.02
Queue Length 95th (ft)	6	2	1	0	0	1	0	0
Control Delay (s)	12.9	12.4	8.0	0.0	0.0	7.8	0.0	0.0
Lane LOS	B	B	A			A		
Approach Delay (s)	12.9	12.4	0.6			0.2		
Approach LOS	B	B						

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	32.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	2	22	1	1	2	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
Frt		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	
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	

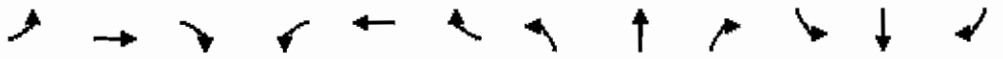
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	2	22	1	1	2	7	45	1	2	41	8
Future Volume (Veh/h)	5	2	22	1	1	2	7	45	1	2	41	8
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	0.95
Hourly flow rate (vph)	5	2	23	1	1	2	7	47	1	2	43	8
Pedestrians												
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	115	113	47	136	116	48	51			48		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115	113	47	136	116	48	51			48		
tC, single (s)	7.1	6.5	6.2	7.4	6.8	6.5	4.2			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.3	3.6	2.3			2.3		
p0 queue free %	99	100	98	100	100	100	100			100		
cM capacity (veh/h)	855	772	1022	746	715	940	1499			1474		

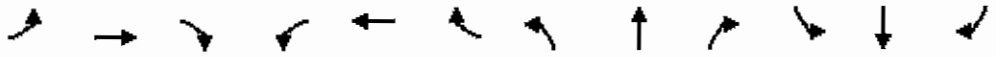
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	4	55	53
Volume Left	5	1	7	2
Volume Right	23	2	1	8
cSH	970	822	1499	1474
Volume to Capacity	0.03	0.00	0.00	0.00
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	8.8	9.4	1.0	0.3
Lane LOS	A	A	A	A
Approach Delay (s)	8.8	9.4	1.0	0.3
Approach LOS	A	A		

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	15.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	231	0	0	295	0
Future Volume (vph)	0	0	0	0	0	0	0	231	0	0	295	0
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												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	0	0	0	1716	0	0	1716	0
Flt Permitted												
Satd. Flow (perm)	0	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	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	251	0	0	321	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	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	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			Stop			Free			Free	

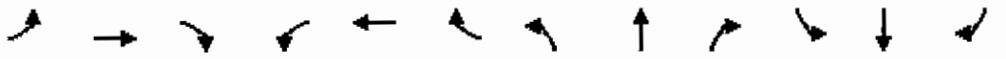
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								↑			↑	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	231	0	0	295	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	231	0	0	295	0
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	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	251	0	0	321	0
Pedestrians												
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	572	572	321	572	572	251	321			251		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
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		

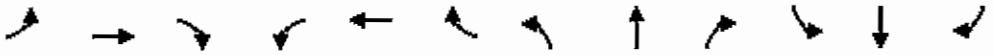
Direction, Lane #	NB 1	SB 1
Volume Total	251	321
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.15	0.19
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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			0.850		0.905			0.995			0.995	
Flt Protected		0.958			0.987						0.994	
Satd. Flow (prot)	0	1644	1458	0	1503	0	0	1501	0	0	1518	0
Flt 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)		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			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2	1	7	1	19	2	199	7	34	235	11
Future Volume (Veh/h)	13	2	1	7	1	19	2	199	7	34	235	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	14	2	1	8	1	21	2	219	8	37	258	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	586	569	264	566	571	223	270			227		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
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			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	97	100	100	98	100	97	100			97		
cM capacity (veh/h)	400	419	775	420	415	812	1217			1274		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	30	229	307
Volume Left	14	8	2	37
Volume Right	1	21	8	12
cSH	428	634	1217	1274
Volume to Capacity	0.04	0.05	0.00	0.03
Queue Length 95th (ft)	3	4	0	2
Control Delay (s)	14.0	11.0	0.1	1.2
Lane LOS	B	B	A	A
Approach Delay (s)	14.0	11.0	0.1	1.2
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	46.6%	ICU Level of Service	A	
Analysis Period (min)	15			

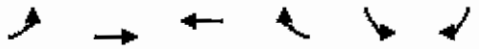
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	23	0	0	35
Future Volume (vph)	0	0	23	0	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	1863
Flt Permitted						
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			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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

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)						
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	63	25			25	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	63	25			25	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	943	1051			1589	

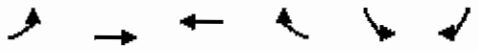
Direction, Lane #	NB 1	SB 1
Volume Total	25	38
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.01	0.02
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



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						
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt 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 (%)						
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						
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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			



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
Sign Control		Free	Free		Stop	
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
Pedestrians						
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	2				4	2
vC1, stege 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				4	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1620				1018	1082

Direction, Lane #	EB 1	WB 1
Volume Total	2	2
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	6.7%	ICU Level of Service		A
Analysis Period (min)	15			

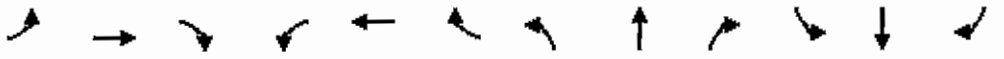
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	4	3	1	1	1	23	5	425	4	10	396	13
Future Volume (vph)	4	3	1	1	1	23	5	425	4	10	396	13
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	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			0.999	
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	
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	
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 (%)												
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			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	3	1	1	1	23	5	425	4	10	396	13
Future Volume (Veh/h)	4	3	1	1	1	23	5	425	4	10	396	13
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	0.90
Hourly flow rate (vph)	4	3	1	1	1	26	6	472	4	11	440	14
Pedestrians												
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	982	957	447	958	962	474	454			476		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	982	957	447	958	962	474	454			476		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	98	99	100	100	100	96	99			99		
cM capacity (veh/h)	215	254	612	232	252	590	1081			1071		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	28	482	465
Volume Left	4	1	6	11
Volume Right	1	26	4	14
cSH	250	535	1081	1071
Volume to Capacity	0.03	0.05	0.01	0.01
Queue Length 95th (ft)	2	4	0	1
Control Delay (s)	19.9	12.1	0.2	0.3
Lane LOS	C	B	A	A
Approach Delay (s)	19.9	12.1	0.2	0.3
Approach LOS	C	B		

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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
Frt		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)		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	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												
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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	1	3	12	1	1	1	23	30	1	1	46	1
Future Volume (Veh/h)	1	3	12	1	1	1	23	30	1	1	46	1
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	0.79
Hourly flow rate (vph)	1	4	15	1	1	1	29	38	1	1	58	1
Pedestrians												
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	158	158	58	174	158	38	59			39		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	158	158	58	174	158	38	59			39		
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	99	99	100	100	100	98			100		
cM capacity (veh/h)	794	720	1007	762	720	1033	1545			1571		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	3	68	60
Volume Left	1	1	29	1
Volume Right	15	1	1	1
cSH	922	818	1545	1571
Volume to Capacity	0.02	0.00	0.02	0.00
Queue Length 95th (ft)	2	0	1	0
Control Delay (s)	9.0	9.4	3.2	0.1
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.4	3.2	0.1
Approach LOS	A	A		

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	19.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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					0.999
Satd. Flow (prot)	1694	0	1859	0	0	1861
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1694	0	1859	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	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%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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)						
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	140	68			68	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	68			68	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	852	996			1533	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	68	72
Volume Left	1	0	1
Volume Right	1	1	0
cSH	918	1700	1533
Volume to Capacity	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.9	0.0	0.1
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	0.1
Approach LOS	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	13.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		25	0		25	590		285	575		300
Storage Lanes	0		1	0		1	1		1	1		1
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			0.850			0.850			0.850			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)		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			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

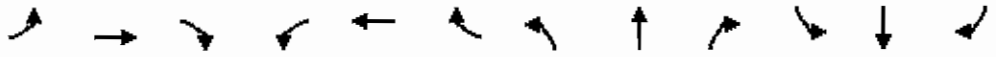
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	7	28	53	4	56	24	331	33	29	356	42
Future Volume (Veh/h)	31	7	28	53	4	56	24	331	33	29	356	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	8	30	58	4	61	26	360	36	32	387	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			1			1						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	896	899	387	882	909	360	433			396		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	896	899	387	882	909	360	433			396		
tC, single (s)	7.2	6.6	6.3	7.3	6.7	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	84	97	95	74	98	91	98			97		
cM capacity (veh/h)	216	255	640	226	248	654	1116			1146		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	72	123	26	360	36	32	387	46
Volume Left	34	58	26	0	0	32	0	0
Volume Right	30	61	0	0	36	0	0	46
cSH	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
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
Lane LOS	C	C	A			A		
Approach Delay (s)	19.0	19.0	0.5			0.6		
Approach LOS	C	C						

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	19	30	1	45	3	9	61	1	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			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			0.994			0.999	
Satd. Flow (perm)	0	1728	0	0	1416	0	0	1698	0	0	1528	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)	24	20	32	1	47	3	9	64	1	3	58	58
Shared Lane Traffic (%)												
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			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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	23	19	30	1	45	3	9	61	1	3	55	55
Future Volume (Veh/h)	23	19	30	1	45	3	9	61	1	3	55	55
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	0.95
Hourly flow rate (vph)	24	20	32	1	47	3	9	64	1	3	58	58
Pedestrians												
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	202	176	87	218	204	64	116			65		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	202	176	87	218	204	64	116			65		
tC, single (s)	7.1	6.5	6.2	7.4	6.8	6.5	4.2			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.3	3.6	2.3			2.3		
p0 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
Volume Total	76	51	74	119
Volume Left	24	1	9	3
Volume Right	32	3	1	58
cSH	800	647	1419	1452
Volume to Capacity	0.10	0.08	0.01	0.00
Queue Length 95th (ft)	8	6	0	0
Control Delay (s)	10.0	11.0	1.0	0.2
Lane LOS	A	B	A	A
Approach Delay (s)	10.0	11.0	1.0	0.2
Approach LOS	A	B		

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	25.2%	ICU Level of Service	A	
Analysis Period (min)	15			

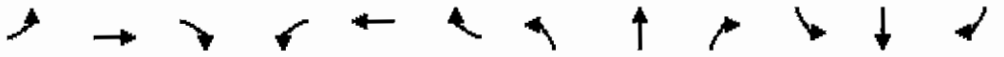
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	63	305	18	25	363
Future Volume (vph)	41	63	305	18	25	363
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919		0.992			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1545	0	1702	0	0	1711
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1545	0	1702	0	0	1711
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	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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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%		0%			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)						
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	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	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	90			98	
cM capacity (veh/h)	350	701			1207	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	113	352	422
Volume Left	45	0	27
Volume Right	68	20	0
cSH	501	1700	1207
Volume to Capacity	0.23	0.21	0.02
Queue Length 95th (ft)	21	0	2
Control Delay (s)	14.3	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	14.3	0.0	0.7
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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			0.850		0.902			0.995			0.990	
Flt 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)		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			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	3	1	9	1	26	3	244	9	46	310	30
Future Volume (Veh/h)	57	3	1	9	1	26	3	244	9	46	310	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	63	3	1	10	1	29	3	268	10	51	341	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	768	744	358	740	755	273	374			278		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768	744	358	740	755	273	374			278		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
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 #	EB 1	WB 1	NB 1	SB 1
Volume Total	67	40	281	425
Volume Left	63	10	3	51
Volume Right	1	29	10	33
cSH	301	549	1112	1219
Volume to Capacity	0.22	0.07	0.00	0.04
Queue Length 95th (ft)	21	6	0	3
Control Delay (s)	20.4	12.1	0.1	1.4
Lane LOS	C	B	A	A
Approach Delay (s)	20.4	12.1	0.1	1.4
Approach LOS	C	B		

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	57.4%	ICU Level of Service	B	
Analysis Period (min)	15			

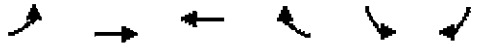
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (vph)	0	0	53	0	0	56
Future Volume (vph)	0	0	53	0	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	1863
Flt Permitted						
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			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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
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
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	58	0	0	61
Pedestrians						
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	119	58			58	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119	58			58	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	877	1008			1546	

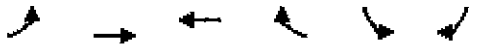
Direction, Lane #	NB 1	SB 1
Volume Total	58	61
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.03	0.04
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



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						
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt 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 (%)						
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						
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	

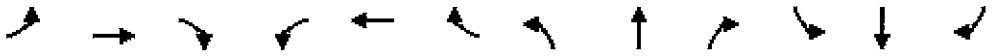
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			



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
Sign Control		Free	Free		Stop	
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
Pedestrians						
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	2				4	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				4	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1620				1018	1082

Direction, Lane #	EB 1	WB 1
Volume Total	2	2
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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
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			0.880			0.996			0.996	
Flt 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	
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			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

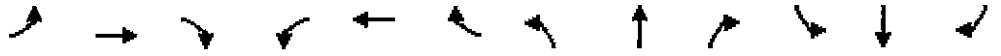
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	3	1	12	1	100	5	425	14	68	396	13
Future Volume (Veh/h)	4	3	1	12	1	100	5	425	14	68	396	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	3	1	13	1	111	6	472	16	76	440	14
Pedestrians												
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	1202	1099	447	1094	1098	480	454			488		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1202	1099	447	1094	1098	480	454			488		
tC, single (s)	7.1	6.5	6.2	7.7	6.5	6.7	4.2			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.0	4.0	3.7	2.3			2.7		
p0 queue free %	97	98	100	90	99	78	99			91		
cM capacity (veh/h)	117	193	612	137	193	507	1081			867		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	125	494	530
Volume Left	4	13	6	76
Volume Right	1	111	16	14
cSH	155	392	1081	867
Volume to Capacity	0.05	0.32	0.01	0.09
Queue Length 95th (ft)	4	34	0	7
Control Delay (s)	29.4	18.4	0.2	2.3
Lane LOS	D	C	A	A
Approach Delay (s)	29.4	18.4	0.2	2.3
Approach LOS	D	C		

Intersection Summary				
Average Delay		3.3		
Intersection Capacity Utilization		70.6%	ICU Level of Service	C
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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
Frt		0.871			0.955			0.999			0.998	
Flt Protected					0.984			0.962			0.999	
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)		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
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 (%)												
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)		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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	1	3	80	1	1	1	112	30	1	1	46	1
Future Volume (Veh/h)	1	3	80	1	1	1	112	30	1	1	46	1
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	0.79
Hourly flow rate (vph)	1	4	101	1	1	1	142	38	1	1	58	1
Pedestrians												
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	384	384	58	486	384	38	59			39		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
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			4.1		
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
Volume Left	1	1	142	1
Volume Right	101	1	1	1
cSH	856	542	1287	1571
Volume to Capacity	0.12	0.01	0.11	0.00
Queue Length 95th (ft)	11	0	9	0
Control Delay (s)	9.8	11.7	6.6	0.1
Lane LOS	A	B	A	A
Approach Delay (s)	9.8	11.7	6.6	0.1
Approach LOS	A	B		

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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					0.985
Satd. Flow (prot)	1078	0	1473	0	0	1496
Flt Permitted	0.976					0.985
Satd. Flow (perm)	1078	0	1473	0	0	1496
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
Heavy Vehicles (%)	60%	60%	10%	60%	60%	10%
Adj. Flow (vph)	41	44	74	29	35	81
Shared Lane Traffic (%)						
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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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)	41	44	74	29	35	81
Pedestrians						
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			103	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	240	88			103	
tC, single (s)	7.0	6.8			4.7	
tC, 2 stage (s)						
tF (s)	4.0	3.8			2.7	
p0 queue free %	93	95			97	
cM capacity (veh/h)	619	831			1194	

Direction, Lane #	WB 1	NB 1	SB 1
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	B		A
Approach Delay (s)	10.7	0.0	2.6
Approach LOS	B		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	7	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		300
Storage Lanes	0		1	0		1	1		1	1		1
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			0.850			0.850			0.850			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
Flt 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	
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			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	7	28	92	4	56	24	341	62	29	368	42
Future Volume (Veh/h)	31	7	28	92	4	56	24	341	62	29	368	42
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	0.92
Hourly flow rate (vph)	34	8	30	100	4	61	26	371	67	32	400	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			1			1						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	920	954	400	906	933	371	446			438		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	920	954	400	906	933	371	446			438		
tC, single (s)	7.2	6.6	6.3	7.4	6.7	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.8	4.1	3.4	2.2			2.2		
p0 queue free %	84	97	95	50	98	91	98			97		
cM capacity (veh/h)	207	236	629	201	239	645	1104			1106		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	72	165	26	371	67	32	400	46
Volume Left	34	100	26	0	0	32	0	0
Volume Right	30	61	0	0	67	0	0	46
cSH	365	296	1104	1700	1700	1106	1700	1700
Volume to Capacity	0.20	0.56	0.02	0.22	0.04	0.03	0.24	0.03
Queue Length 95th (ft)	18	79	2	0	0	2	0	0
Control Delay (s)	19.8	31.5	8.3	0.0	0.0	8.4	0.0	0.0
Lane LOS	C	D	A			A		
Approach Delay (s)	19.8	31.5	0.5			0.6		
Approach LOS	C	D						

Intersection Summary				
Average Delay	6.0			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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			0.999	
Satd. Flow (prot)	0	1349	0	0	1416	0	0	1698	0	0	1361	0
Flt Permitted		0.975			0.999			0.994			0.999	
Satd. Flow (perm)	0	1349	0	0	1416	0	0	1698	0	0	1361	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 (%)	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 (%)												
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	
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:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
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%			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	0.95
Hourly flow rate (vph)	55	20	32	1	47	3	9	64	1	3	58	99
Pedestrians												
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	222	196	108	238	246	64	157			65		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
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			4.3		
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
Volume Left	55	1	9	3
Volume Right	32	3	1	99
cSH	681	614	1370	1452
Volume to Capacity	0.16	0.08	0.01	0.00
Queue Length 95th (ft)	14	7	0	0
Control Delay (s)	11.3	11.4	1.0	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	11.3	11.4	1.0	0.2
Approach LOS	B	B		

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	28.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919		0.993			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1545	0	1571	0	0	1550
Flt 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	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			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			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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						
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	888	384			394	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	888	384			394	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	90			98	
cM capacity (veh/h)	307	664			1148	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	113	394	477
Volume Left	45	0	27
Volume Right	68	20	0
cSH	454	1700	1148
Volume to Capacity	0.25	0.23	0.02
Queue Length 95th (ft)	24	0	2
Control Delay (s)	15.6	0.0	0.7
Lane LOS	C		A
Approach Delay (s)	15.6	0.0	0.7
Approach LOS	C		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)	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			0.850		0.902			0.996			0.991	
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						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			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%	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			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			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			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	3	1	9	1	26	3	283	9	46	361	30
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%	
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
Hourly flow rate (vph)	63	3	1	10	1	29	3	311	10	51	397	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	867	842	414	839	854	316	430			321		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
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			4.2		
tC, 2 stage (s)												
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 #	EB 1	WB 1	NB 1	SB 1
Volume Total	67	40	324	481
Volume Left	63	10	3	51
Volume Right	1	29	10	33
cSH	258	495	1059	1174
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
Lane LOS	C	B	A	A
Approach Delay (s)	23.9	12.9	0.1	1.3
Approach LOS	C	B		

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	62.6%	ICU Level of Service	B	
Analysis Period (min)	15			

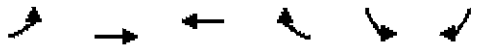
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	56	86	6	42	82
Future Volume (vph)	8	56	86	6	42	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.991			
Flt Protected	0.994					0.983
Satd. Flow (prot)	1041	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			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 Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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%			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						
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	278	96			100	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278	96			100	
tC, single (s)	7.0	6.8			4.7	
tC, 2 stage (s)						
tF (s)	4.0	3.8			2.7	
p0 queue free %	98	93			96	
cM capacity (veh/h)	581	822			1197	

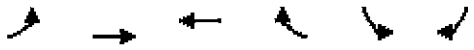
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	70	100	135
Volume Left	9	0	46
Volume Right	61	7	0
cSH	781	1700	1197
Volume to Capacity	0.09	0.06	0.04
Queue Length 95th (ft)	7	0	3
Control Delay (s)	10.1	0.0	3.0
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	3.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	49	2	2	0	0	64
Future Volume (vph)	49	2	2	0	0	64
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					0.865	
Flt Protected		0.954				
Satd. Flow (prot)	0	1148	1863	0	1027	0
Flt Permitted		0.954				
Satd. Flow (perm)	0	1148	1863	0	1027	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
Heavy Vehicles (%)	60%	2%	2%	2%	2%	60%
Adj. Flow (vph)	53	2	2	0	0	70
Shared Lane Traffic (%)						
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)		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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	2	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
Hourly flow rate (vph)	53	2	2	0	0	70
Pedestrians						
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	2				110	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				110	2
tC, single (s)	4.7				6.4	6.8
tC, 2 stage (s)						
tF (s)	2.7				3.5	3.8
p0 queue free %	96				100	93
cM capacity (veh/h)	1311				851	935

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	55	2	70
Volume Left	53	0	0
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		A
Approach Delay (s)	7.6	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	20.1%	ICU Level 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

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	ZONE
19S4730D	100	0	29	541 FARM USE/UNZONED/IMP	N-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/BO

	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 Assessor/Tax Collector

BASE TAX	$1,714.01
SPECIAL ASSESSMENTS	
AMBULNCE FEE	$16.00
NYSSA-ARC DR	$244.70
TOTAL BASE TAX & SPECIAL ASSESSMENTS	$1,974.71

Larry Sparks Exhibit "A" pg. 2

STRUCTURES

#	BLDG CLASS	DESCRIPTION	MAIN SQ FT	UPPR SQ FT	BSMT SQ FT	YEAR BLT	YEAR APPR	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
1	0.00	FSD	OSD MV FARM	-	$12,000
2	0.00	SS	SECOND SEPTIC	-	$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				

RSW 11/13/18

NEW SEARCH

Larry Sparks Exhibit "B"

9 JUN 1998

FORM No. 633 – WARRANTY DEED (Individual or Corporate). 43366 COPYRIGHT 1996 STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR 97204

NS

INSTRUMENT 98
PAGE 1 OF 1 PAGES

Grantor's Name and Address

Grantee's Name and Address

After recording, return to (Name, Address, Zip):
Larry A Sparks
1035 Thundercloud Blv.
Nyssa, Ore 97913

Until requested otherwise, send all tax statements to (Name, Address, Zip):
Sparks
Same As Above

98-4366
SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, County of MALHEUR } ss.

I certify that the within instrument was received for record on the 9 day of June, 1998, at 2:32 o'clock P. M., and recorded in book/reel/volume No. ..... on page ..... and/or as fee/file/instrument/microfilm/reception No. 98-4366, Record of Deeds of said County.

Witness my hand and seal of County affixed.

DEBORAH R. DeLONG, Clerk
NAME TITLE

By Gayle V. Sotter, Deputy.

2360/174 FATCO

2300/2500/175

WARRANTY DEED

KNOW ALL BY THESE PRESENTS that Melva Nadine Sparks, hereinafter called grantor, for the consideration hereinafter stated, to grantor paid by Larry A Sparks, hereinafter called grantee, does hereby grant, bargain, sell and convey unto the grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining, situated in Malheur County, State of Oregon, described as follows, to-wit:

In Twp 19 S. R 47 E, W.M.
Sec 30; NE 4 SE 4
1947C-2300-29

Tax Lot 100

11/13/18

In Twp 19 S., R 47 E, W. M.;
Sec 19; NW 4 SE 4 and W 2 NE 4 SE 4
1947/19D-2300, 2500-29

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto grantee and grantee's heirs, successors and assigns forever.

And grantor hereby covenants to and with grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances except (if no exceptions, so state): .....

.....

....., and that grantor will warrant and forever defend the premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ Exchange ① However, the actual consideration consists of or includes other property or value given or promised which is ☒ the whole ☐ part of the (indicate which) consideration.① (The sentence between the symbols ①, if not applicable, should be deleted. See ORS 93.030.)

In construing this deed, where the context so requires, the singular includes the plural, and all grammatical changes shall be made so that this deed shall apply equally to corporations and to individuals.

In witness whereof, the grantor has executed this instrument this 8 day of June, 1998; if grantor is a corporation, it has caused its name to be signed and its seal, if any, affixed by an officer or other person duly authorized to do so by order of its board of directors.

THIS INSTRUMENT WILL 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 APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Melva Nadine Sparks

STATE OF OREGON, County of MALHEUR) ss.

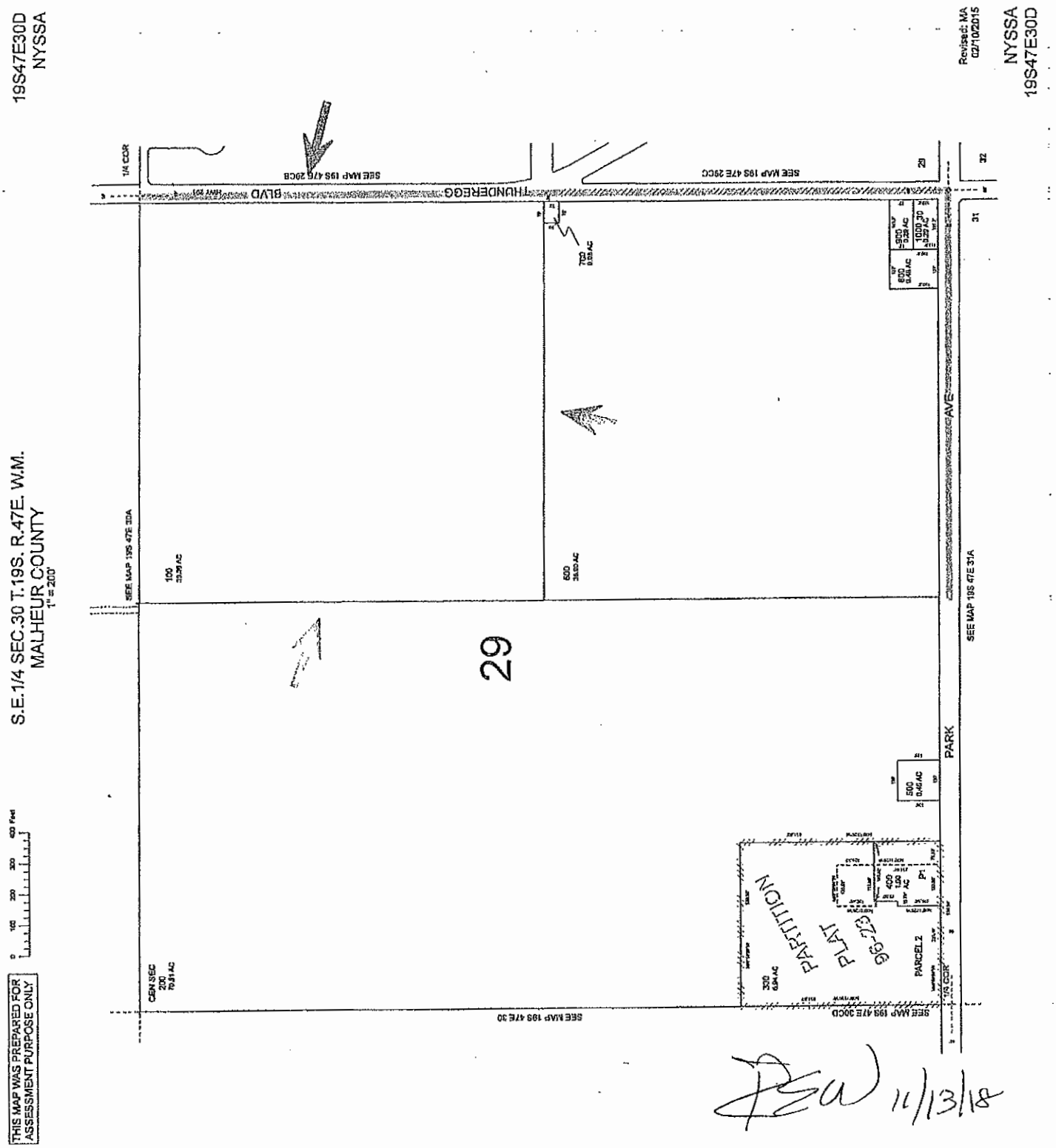
This instrument was acknowledged before me on June 8, 1998,
by MELVA NADINE SPARKS

This instrument was acknowledged before me on ....., 19....,
by .....
as .....
of .....

OFFICIAL SEAL
DENNIS L. CINDELL
NOTARY PUBLIC-OREGON
COMMISSION NO. 040121
MY COMMISSION EXPIRES JAN. 21, 1999

Notary Public for Oregon
My commission expires 1-21-99

Larry Sparks Exhibit "C"



11/13/18

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.

11-14-2018

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 Sub-division 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.

Sincerely,

David Sparks Linda Sparks

David and Linda Sparks

David & Linda Sparks Exhibit 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 ASSESSMENTS	$338.56

11/15/18

David & Linda Sparks Exhibit No. 1, pg. 2

LAND DESCRIPTIONS

LINE #	ACRES	LAND CODE	DESCRIPTION	DIMENSIONS	MARKET VALUE
1	10.32	TR01	TRACT LAND	-	$63,980
TOTAL	10.32				

NEW SEARCH

11/15/18

D.S.

See attached Exhibit 'A' for posting

After recording return to: David W. Sparks
27801 Pearl Road, Parma, ID 83660

Address for tax statements: David W. Sparks
27801 Pearl Road, Parma, ID 83660

MALHEUR COUNTY, OR 2016-2145
DWD
06/28/2016 02:45 PM
Cnt=1 Pgs=4 Total:$67.00

00036915201600021460040042

I, Deborah R. DeLong, County Clerk for Malheur County, Oregon certify that the instrument identified herein was recorded in the Clerk records.
Deborah R. DeLong - County Clerk

WARRANTY DEED

DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, u/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.

*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 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is zero: Trust distribution.

DATED this 28 day of June, 2016.

David W. Sparks, Trustee of the Melva Nadine Sparks Trust u/a/d 04/05/1995

STATE OF Oregon, 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 28 day of June, 2016.

OFFICIAL STAMP
MICHELLE HUNTER PEARSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 940948
MY COMMISSION EXPIRES JULY 22, 2019

Michelle Hunter Pearson
Notary Public for US Bank Oregon
My Commission expires: July 22, 2019

11/15/18
DS, LS

Turning leaf L's 2-18
P.1 P.P. 95-3
P.2 PP-95-3

194729B 2300/177 (22)
194730A (1) 2200/183

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 SW¼NW¼;
Thence East 630 feet;
Thence South to the South line of the NW¼;
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 E½SW¼NW¼ 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 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)

11/15/18
DS LS

PARCEL 4:

In Twp. 19 South, Range 47 East, W.M.:
Section 30: S½S½SE¼NE¼
EXCEPTING: FTLPO
Beginning at the Northeast corner of S½S½SE¼NE¼ 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
DS LS

EXHIBIT 'B': CERTIFICATION OF TRUST

STATE OF Oregon)
: ss.
County of Malheur)

I, David W. Sparks, being first duly sworn, depose and say:

1. 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-XXX9533.

8. Title to the property of the trust should be taken as follows:

DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, u/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.

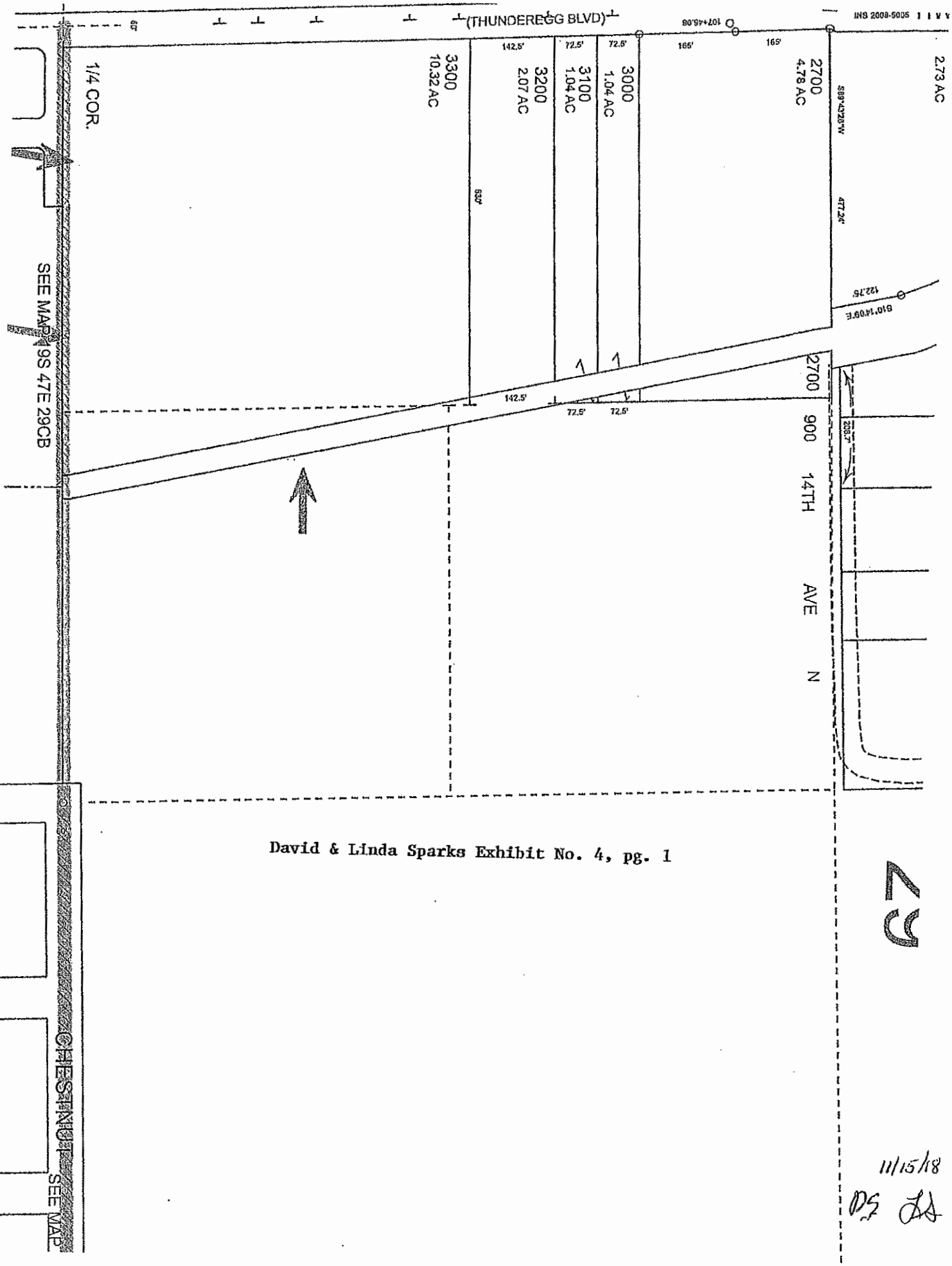
David W. Sparks

SUBSCRIBED and SWORN to before me this 28 day of June, 2016.

OFFICIAL STAMP
MICHELLE HUNTER PEARSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 940048
MY COMMISSION EXPIRES JULY 22, 2019

Michelle Hunter Pearson
Notary Public for US Bank Oregon
My Commission expires: July 22 2019

11/15/18



David & Linda Sparks Exhibit No. 4, pg. 1

7

11/15/18

DS LS

11-14-2018

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 Sub-division 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.

Sincerely,

David Sparks Linda Sparks

David and Linda 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 Assessor/Tax Collector

BASE TAX	$273.96
SPECIAL ASSESSMENTS	
NYSSA-ARC DR	$64.60
TOTAL BASE TAX & SPECIAL ASSESSMENTS	$338.56

11/15/18

David & Linda Sparks Exhibit No. 1, pg. 2

LAND DESCRIPTIONS

LINE #	ACRES	LAND CODE	DESCRIPTION	DIMENSIONS	MARKET VALUE
1	10.32	TR01	TRACT LAND	-	$63,980
TOTAL	10.32				

NEW SEARCH

11/15/18

D.S.

See attached Exhibit 'A' for posting

After recording return to: David W. Sparks
27801 Pearl Road, Parma, ID 83660

Address for tax statements: David W. Sparks
27801 Pearl Road, Parma, ID 83660

MALHEUR COUNTY, OR 2016-2145
DWD
06/28/2016 02:45 PM
Cnt=1 Pgs=4 Total:$67.00

00036915201600021460040042

I, Deborah R. DeLong, County Clerk for Malheur County, Oregon certify that the instrument identified herein was recorded in the Clerk records.
Deborah R. DeLong - County Clerk

WARRANTY DEED

DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, u/a/d 04/05/1995, Grantor, conveys and warrants to DAVID W. SPARKS & Linda 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 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is zero: Trust distribution.

DATED this 28 day of June, 2016.

David W. Sparks, Trustee of the Melva Nadine Sparks Trust u/a/d 04/05/1995

STATE OF Oregon, 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 28 day of June, 2016.

OFFICIAL STAMP
MICHELLE HUNTER PEARSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 940948
MY COMMISSION EXPIRES JULY 22, 2019

Michelle Hunter Pearson
Notary Public for US Bank. Oregon
My Commission expires: July 22, 2019

11/15/18

DS, DL

Turning leaf Ls 2-18
P.1 P.P. 95-3
P.2 PP-95-3

194729B
2200/177
22

EXHIBIT 'A'

194730A
1
2200/183

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:

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(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 SW¼NW¼;

Thence East 630 feet;
Thence South to the South line of the NW¼;
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 E½SW¼NW¼ 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.:
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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)

11/15/18
DS LS

PARCEL 4:

In Twp. 19 South, Range 47 East, W.M.:
Section 30: S½S½SE¼NE¼
EXCEPTING: FTLPO
Beginning at the Northeast corner of S½S½SE¼NE¼ of Section 30.
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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
DS LA

EXHIBIT 'B': CERTIFICATION OF TRUST

STATE OF Oregon)
: ss.
County of Malheur)

I, David W. Sparks, being first duly sworn, depose and say:

1. 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-XXX9533.

8. Title to the property of the trust should be taken as follows:

DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, u/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.

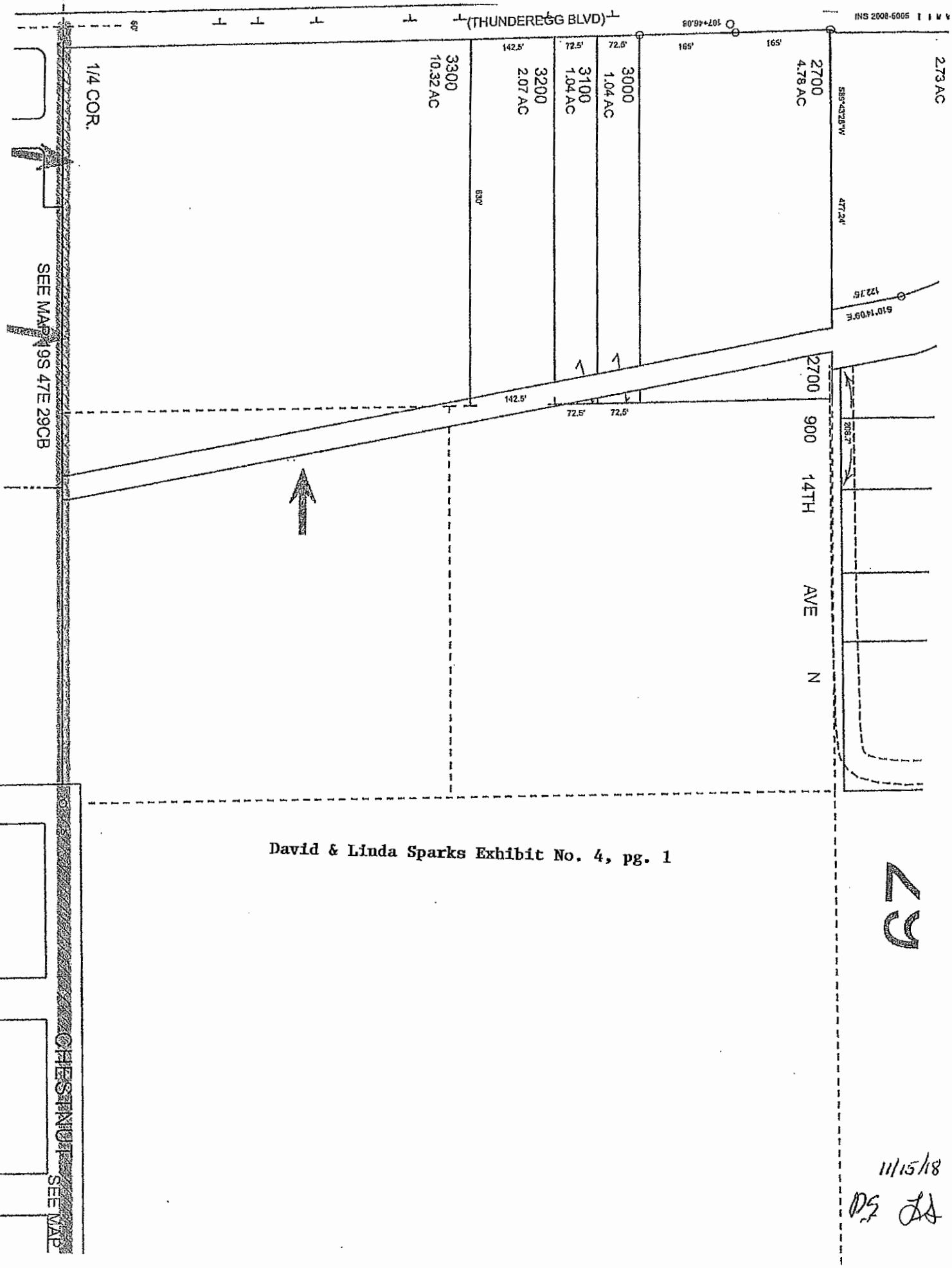
David W. Sparks

SUBSCRIBED and SWORN to before me this 28 day of June, 2016.

OFFICIAL STAMP
MICHELLE HUNTER PEARSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 940948
MY COMMISSION EXPIRES JULY 22, 2019

Michelle Hunter Pearson
Notary Public for US Bank Oregon
My Commission expires: July 22 2019

11/15/18



David & Linda Sparks Exhibit No. 4, pg. 1

7C

11/15/18

DS LS

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