

Department of Land Conservation and Development

635 Capitol Street, Suite 150 Salem, OR 97301-2540 (503) 373-0050 Fax (503) 378-5518 www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

October 9, 2008

TO: Subscribers to Notice of Adopted Plan

or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Marion County Plan Amendment

DLCD File Number 005-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: October 23, 2008

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Doug White, DLCD Community Services Specialist Gary Fish, DLCD Regional Representative Steve Oulman, DLCD Regional Representative Les Sasaki, Marion County

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DLCD

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

	In person electronic mailed
A	DEPT OF
E	OCT 02 2008
TA	LAND CONSERVATION AND DEVELOPMENT
M	For DLCD Use Only

ZER GREE 1971010, GIRR GIRR I ZER GOO ZEVISION 10	
Jurisdiction: Marion County	Local file number: LA 08-2
Date of Adoption: 10/1/2008	Date Mailed: 10/3/2008
Was a Notice of Proposed Amendment (Form 1) ma	
Comprehensive Plan Text Amendment	
Land Use Regulation Amendment	Zoning Map Amendment
New Land Use Regulation	Other: UGB Amendment
Summarize the adopted amendment. Do not use to	echnical terms. Do not write "See Attached".
Marion County adoption of ordinance amending the Ma Donald Comprehensive Plan map amendments including needs, and redesignating and rezoning of properties with properties are redesignated from a County Plan designate from County rural zoning designations to County urban	g a 42.5 acre UGB expansion to meet employment land in the UGB expansion areas. The UGB expansion tion to City of Donald Plan designations and rezoned
Does the Adoption differ from proposal? No, no ex	plaination is necessary
Plan Map Changed from: "Primary Agriculture"	to: City "Industrial" & "Commercial"
Zone Map Changed from: EFU (Exclusive Farm U	se) to: UTF (Urban Transition/Farm)
Location: Four parcels north, south and west of	the city Acres Involved: 42
Specify Density: Previous: NA	New: NA
Applicable statewide planning goals:	
1 2 3 4 5 6 7 8 9 10 11 \[\times \times \] \[\times \]	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Was an Exception Adopted? ☐ YES ☒ NO	
Did DLCD receive a Notice of Proposed Amendme	
45-days prior to first evidentiary hearing?	⊠ Yes □ No □ Yes □ No
If no, do the statewide planning goals apply?	

If no, did Emergency Circu	ımstances require immed	iate adoption?	☐ Yes ☐ N
DLCD file No Please list all affected Stat	te or Federal Agencies, L	ocal Governments or Spec	cial Districts:
DLCD, OECDD, ODOT, De	epartment of Agriculture, Ci	ty of Donald, Marion County	/
DLCD, OECDD, ODOT, December 1988 Local Contact: Les Sasaki, Address: P.O. Box 14500		Phone: (503) 588-5038 Fax Number: 503-589-3	Extension: 4068

ADOPTION SUBMITTAL REQUIREMENTS

This form <u>must be mailed</u> to DLCD <u>within 5 working days after the final decision</u> per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT 635 CAPITOL STREET NE, SUITE 150 SALEM, OREGON 97301-2540

- 2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
- 3. <u>Please Note</u>: Adopted materials must be sent to DLCD not later than **FIVE** (5) working days following the date of the final decision on the amendment.
- 4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
- 5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE** (21) days of the date, the Notice of Adoption is sent to DLCD.
- 6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
- 7. **Need More Copies?** You can now access these forms online at http://www.lcd.state.or.us/. Please print on 8-1/2x11 green paper only. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to mara.ulloa@state.or.us ATTENTION: PLAN AMENDMENT SPECIALIST.

BEFORE THE BOARD OF COMMISSIONERS FOR MARION COUNTY, OREGON

In the matter of an Ordinance amending)	
the Marion County Comprehensive Plan)	Legislative Amendment
by adopting plan map amendments to the)	LA 08-2
City of Donald Comprehensive Plan)	
including a 42.5 acre Urban Growth)	
Boundary expansion to meet employment)	
land needs; the rezoning of land in the)	
amendment area; and declaring an)	
emergency.)	

ORDINANCE NO. 1270

THE MARION COUNTY BOARD OF COMMISSIONERS HEREBY ORDAINS AS FOLLOWS:

SECTION 1. PURPOSE

This ordinance is enacted pursuant to the authority granted general law counties in the State of Oregon by Oregon Revised Statutes (ORS) Chapter 203 and the comprehensive land use planning and coordination with local government provisions under Chapters 195 and 197, by amending the Marion County Comprehensive Plan by adopting amendments to the City of Donald Comprehensive Plan including an Urban Growth Boundary amendment and designation and rezoning of properties included within the amended Donald urban growth boundary area.

SECTION 2. AUTHORIZATION

The Marion County Board of Commissioners initiated consideration of the legislative amendment to the Marion County Comprehensive Plan by adopting the plan amendments to the City of Donald Comprehensive Plan by Resolution No. 08-23R dated July 30, 2008. The amendment came before the Board of Commissioners at the request of the City of Donald for concurrence in and adoption of plan amendments being considered by the City, pursuant to the planning coordination and concurrence provisions under ORS Chapters 195 and 197, and the provisions of the April 2, 1986 Urban Growth Boundary and Policy Agreement executed between Marion County and the City of Donald that establishes procedures for addressing land use matters of mutual concern, including amendments to the comprehensive plan and urban growth boundary. The Board held a public hearing on September 10, 2008 for which proper notice and advertisement was given. All persons present during the public hearing and those provided notice of the hearing, were given the opportunity to speak or present written statements on the proposed amendment.

SECTION 3. EVIDENCE AND FINDINGS

The Board has reviewed the evidence and findings in the record and given due consideration to the testimony provided in the public hearing record. The amendment to the Marion County Comprehensive Plan by adopting plan map amendments to the City of Donald Comprehensive Plan including a 42.5 acre urban growth boundary amendment to meet employment land needs, are based on consideration and analysis of information and findings regarding the amendments adopted by the City of Donald. The County's adoption of the amendments to the City of Donald Comprehensive Plan is necessary for the application of the County's regulations within the urban growth area of the Donald urban growth boundary. The evidence and findings to support the County concurrence and approval of the amendments (Exhibit A) and the City of Donald justification and findings for the Comprehensive Plan amendments (Exhibit B) are by reference a part of the record and this Ordinance.

The City of Donald Comprehensive Plan map amendments address the necessary provisions for an urban growth boundary expansion to accommodate employment lands and provide for local employment opportunities for area residents. The employment land needs for the Donald Comprehensive Plan amendments are based on the provision of additional industrial lands to meet the site needs for a warehouse and distribution target industry use, the expansion needs of existing businesses through the provision of land in proximity to specific businesses, and the accommodation of commercial business services needs resulting from community growth. The City's Economic Opportunities Analysis (EOA) developed according to the requirements under Statewide Planning Goal 9 – Economic Development and the goal's administrative rules (OAR 660-009), identifies the economic development strategy being pursued by the City and the lack of suitable, developable employment lands in the City's 2008 buildable employment lands (commercial and industrial) inventory to meet the specified needs identified in the EOA.

The redesignation of lands included in the boundary expansion from a Marion County designation of "Primary Agriculture" to City of Donald Comprehensive Plan designations of "Industrial" and "Commercial", and the rezoning of these lands from a Marion County rural zoning designation of "Exclusive Farm Use" (EFU) to a County urban zoning designation of "Urban Transition/Farm" (UTF) is a part of the growth boundary amendment process. The rezoning provides for an interim or urban transitional zoning designation that allows for continued agricultural/rural use of the property until the land is annexed to the City, rezoned consistent with the City's Comprehensive Plan designation, and developed with urban land uses.

The Donald Comprehensive Plan amendment process and findings provide for an updated year 2028 population forecast of 1,588 coordinated with Marion County under the provisions of Statewide Planning Goal 14 – Urbanization, for urban growth boundary amendments. The forecast in the amendment process is generated under the safe harbor provisions of Oregon Administrative Rules (OAR) 660-024-0030 with the understanding by the City of Donald, Marion County and the Department of Land Conservation and Development (DLCD) that the approach used is relevant only for the purposes of this urban growth boundary plan amendment, and that the City and County will adopt a new population forecast for the year 2030 based on the coordination, findings and conclusions of the Marion County Population Forecast Study for the county, cities and unincorporated area for the 2010 to 2030 forecast time period. This forecast approach and coordination is found to work and is agreed to by the city, county and state since this UGB amendment is based on an Economic Opportunities Analysis (EOA) under the provisions of Goal 9 - Economic Development and OAR 660-009 to determine employment land needs rather than a ratio of needed land to a population forecast for the 20-year planning period of the City's economic development strategy formulated from the City's EOA as part of this specific plan amendment.

The 42.5 acre UGB expansion includes 39.3 acres of property and 3.2 acres of street right-of-way to allow the entire adjoining rights-of-way along Butteville Road, Donald Road and Matthieu Street to be included within the boundary and developed to urban street standards with development of the properties for urban uses. A Transportation Impact Analysis (TIA) was conducted for the Bennion/Feller property and submitted in conjunction with the amendment proposal and identifies possible transportation mitigation measures that could be required as a result of the industrial development of the property. Development of the amendment properties will require appropriate levels of traffic analysis to ensure affected transportation infrastructure is adequate or needs to be improved to mitigate adverse impacts to levels of safety and circulation on the transportation system within the area.

The City of Donald Comprehensive Plan map amendments conform with the requirements and decision criteria under ORS Chapter 197 and the Statewide Land Use Planning Goals and Administrative Rules for amendments to the comprehensive plan and changes to the urban growth boundary; with ORS Chapter 195 for county coordination with local comprehensive planning activities; with the Marion County Comprehensive Plan Urbanization Element and Growth Management Framework; and with the City of Donald/Marion County Urban Growth Boundary and Policy Agreement on coordination and procedures pertaining to plan and urban growth boundary amendments. The City of Donald Comprehensive Plan and Urban Growth Boundary were initially adopted by Marion County on February 28, 1979 (Ordinance No. 530) and acknowledged by the Land Conservation and Development Commission (LDCD) on October 20, 1978. Amendments to the City of Donald Comprehensive Plan since acknowledgment have been coordinated with the County and State to maintain consistency and compliance with land use planning requirements and intergovernmental coordination agreements.

The Board of Commissioners find that the adoption of the amendment to the Marion County Comprehensive Plan by the adoption of the City of Donald Comprehensive Plan map amendments including a 42.5 acre urban growth boundary amendment, provides for a coordinated review, concurrence in, and uniform application of urbanization policies regarding land use matters affecting properties included within the City of Donald urban growth boundary. The amendments are consistent with the applicable provisions of the intergovernmental coordination agreement between Marion County and the City of Donald. The Board further finds that the amendments are in compliance with applicable Statewide Land Use Planning Goals and Administrative Rules, ORS Chapters 195 and 197, and the plan amendment procedures and applicable provisions of the Urbanization Element of the Marion County Comprehensive Plan.

SECTION 4. AMENDMENT TO THE MARION COUNTY COMPREHENSIVE PLAN

The Marion County Comprehensive Plan is amended to include the adoption of an amended City of Donald Comprehensive Plan for application in the area within the urban growth boundary that lies outside the city limits. The Marion County Comprehensive Plan map is amended to include a 42.5 acre urban growth boundary expansion for employment lands and changes in the Plan designation of those properties added to the boundary and within the urban growth area as depicted on the map set forth in Exhibit A. The Marion County Comprehensive Plan and its implementing ordinances (zoning maps) is further amended to include the rezoning of the properties included within the amended urban growth boundary as depicted on the map set forth in Exhibit A.

SECTION 5. REPEAL OF PORTIONS OF EXISTING ORDINANCES

Those portions of Marion County Ordinance No. 530 adopting a City of Donald Urban Growth Boundary and a Comprehensive Plan for the area outside the city but within the growth boundary are hereby repealed or amended as set forth in this Ordinance through the adoption of the City of Donald Comprehensive Plan map amendments, which by reference are incorporated into this Ordinance.

SECTION 6. SEVERABILITY

Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance or any policy, provision, finding, statement, conclusion or designation of a particular land use or area of land, or any other portion, segment or element of this ordinance or of any amendment thereto and adopted hereunder, be declared invalid for any reason, such declaration shall not affect the validity or continued application of any other portion or element of this ordinance or amendment to Marion County Ordinance No. 530 as amended or as amended hereunder; and if this ordinance or any portion thereof should be invalid on one ground, but valid on another, it shall be construed that the valid ground is the one upon which this ordinance or any portion thereof, was enacted.

SECTION 7. EFFECTIVE DATE

This Ordinance amending the Marion County Comprehensive Plan by adoption of plan map amendments to the City of Donald Comprehensive Plan including an urban growth boundary amendment and redesignation and rezoning of properties added to the urban growth boundary, being necessary to protect the public health, safety and welfare, an emergency is declared to exist and this Ordinance shall become effective upon its passage.

SIGNED and FINALIZED at Salem, Oregon this 6 day of 6000 2008.

MARION COUNTY BOARD OF COMMISSIONERS

Chair

Recording Secretary

JUDICIAL NOTICE

Oregon Revised Statutes (ORS) Chapter 197.380 provides that land use decisions may be reviewed by the Land Use Board of Appeals (LUBA) by filing a Notice of Intent to Appeal within 21 days from the date this ordinance becomes final.

EXHIBIT A

EVIDENCE AND FINDINGS

Marion County Comprehensive Plan Amendment (LA 08-2):

City of Donald Comprehensive Plan Map Amendments –
Growth Boundary Amendment
Redesignation of Properties Added to the UGB
Rezoning of Properties Added to the UGB

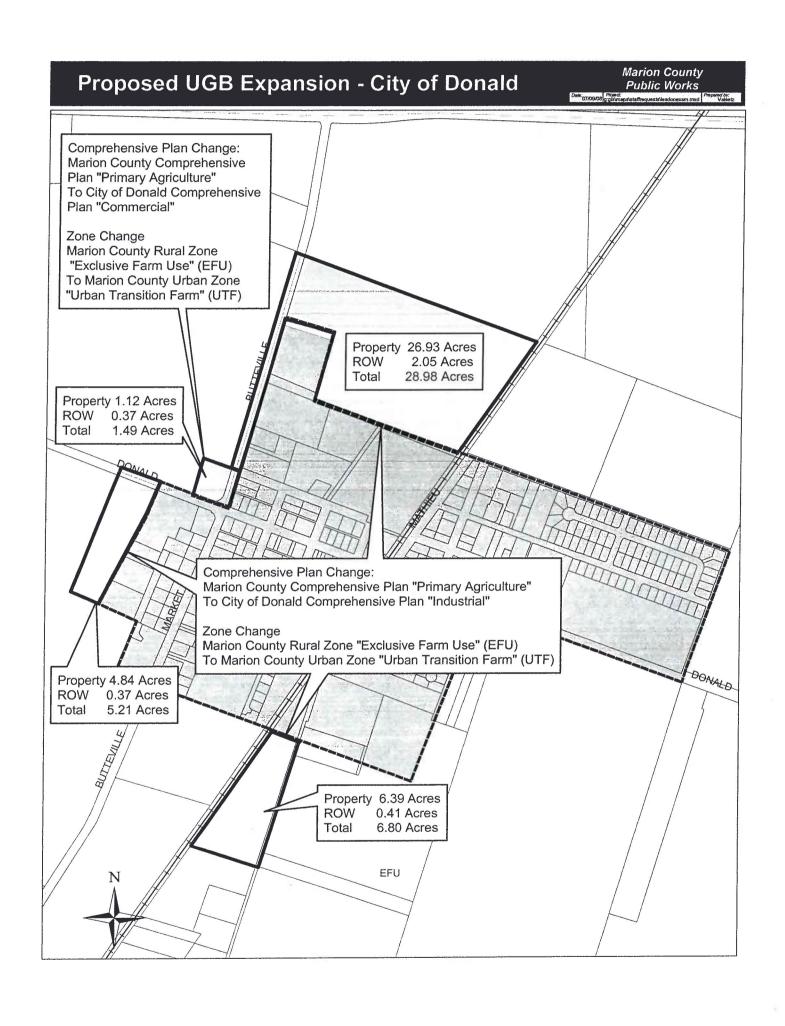


EXHIBIT A

EVIDENCE AND FINDINGS MARION COUNTY COMPREHENSIVE PLAN AMENDMENT (LA 08-2): CITY OF DONALD COMPREHENSIVE PLAN MAP AMENDMENTS

BACKGROUND

This proposal comes before the Marion County Board of Commissioners at the request of the City of Donald for concurrence in and adoption of, amendments to the Donald Comprehensive Plan. The City initiated the Plan/UGB amendments, has held a public hearing and meetings on the proposed amendments to its Plan and approved an ordinance on the plan amendments that becomes effective following concurrence and adoption of the City's proposed amendments by the County.

The City of Donald adopted its Comprehensive Plan in July 1978. The Marion County Board of Commissioners adopted the Donald Urban Growth Boundary and Comprehensive Plan for the area outside the city but within the boundary on February 28, 1979 (Ordinance No. 530). The State Land Conservation and Development Commission (LDCD) acknowledged the City of Donald Comprehensive Plan on October 20, 1978.

Marion County and the City of Donald entered into an Urban Growth Boundary and Policy Agreement (UGBPA) on May 17, 1978 which agreement was revised and updated with a new UGBPA dated April 2, 1986 that was signed and executed in conjunction with the periodic review of the City's Plan. The UGBPA establishes procedures for dealing with and coordinating land use matters of mutual concern and is an Appendix item within the City's Plan. The UGBPA provides for the County to concur in the City's comprehensive plan and to adopt those provisions for application within the urban growth area (the area within the urban growth boundary outside the city limits). Such provisions include urbanization policy changes, plan map amendments affecting properties in the urban growth area, and urban growth boundary changes.

The City of Donald updated its comprehensive plan through the periodic review process during the mid 1980's and received its completion order from DLCD in September 1986. The City began the next periodic review of its comprehensive plan in 1996 with DLCD approving the City's work program in June 1998 with all tasks to be completed by September 2001. With the passage of Senate Bill 543 by the Oregon State Legislature in 1999, the periodic review statutes and rules were modified to allow city jurisdictions with less than 2,500 population to discontinue periodic review of their comprehensive plans and land use regulations and receive "exempt" status from periodic review. The City of Donald submitted a letter in March 2000 to DLCD to discontinue periodic review and received a periodic review discontinue order in April 2000 under the provisions of SB 543. The discontinuance of periodic review to update the City's comprehensive plan resulted in the 1988 Donald Comprehensive Plan as the most current Plan document, though there have been some revisions to the text of the Plan. The proposed amendments do not propose an update to any elements of the City's Plan at this time, addressing only the growth boundary expansion issue to meet current employment land needs.

In 1994, the City of Donald proposed an amendment to the UGB involving the 29 acre Feller property off Butteville Road, north of the city. The property in question at that time is one of the parcels being considered under the current amendment proposal. The 1994 proposal was subsequently withdrawn from consideration after preliminary reviews by the County and State regarding the justification to support the amendment. The County has received various inquiries in recent years from property owners and consultants regarding the possibility and process involved for a City of Donald growth boundary expansion.

Since April 2007, County staff has been involved in meetings and discussions with the City and development interests in the 29 acre Feller/Bennion property regarding transportation issues and land use processes. County transportation staff have reviewed and commented on a Transportation Impact Analysis (TIA) study that was prepared for the property by consultants for the development group interested in the property. The TIA and other information on a proposed UGB amendment and development of the Feller/Bennion property was initially submitted by the City to ODOT for its review. The ODOT review indicated corrections needed to be made to the scope of the study and in April 2007 County staff requested copies of materials for its review since nothing had been provided to date. Meetings and discussions surrounding this property have involved City and County staff, ODOT, DLCD, State Economic Development (OECDD) and the development group.

The City of Donald originally submitted its plan/UGB amendment proposal to the County in January 2008 without conducting a local review and public hearing on the proposal. County staff informed the City of the local review requirements and the city held a joint planning commission and city council public hearing in March 2008. Marion County Planning and Transportation staff and DLCD staff met or discussed with the City and its planning consultant on various occasions during the local plan amendment process. Staff reviewed UGB amendment materials, provided comments on necessary requirements and findings, provided data assistance and guidance on amendment criteria and process, and submitted comments on the original and revised UGB amendment proposals for consideration by the City. The City revised the amendment proposal based on County and State feedback with the current proposal approved by the City and submitted to the County for its concurrence and approval in July 2008.

CITY OF DONALD COMPREHENSIVE PLAN AMENDMENT

The City of Donald Comprehensive Plan map/UGB amendment proposes an urban growth boundary (UGB) expansion to include approximately 42.5 acres of land (39.3 acres of property and 3.2 acres of right-of-way) located in four areas adjacent to the city (see Attachment A). The City indicates that the amendment proposal is primarily in response to individual property owner requests but also is directed at addressing the City's lack of developable industrial land, the opportunity to allow expansion of existing industrial uses, and to provide additional commercial land near the downtown area.

The UGB amendment involves four parcels consisting of approximately 1.12 acres, 4.84 acres, 6.39 acres and 26.93 acres. The 1.12 acre parcel is located at the northwest corner of the intersection of Main Street and Butteville Road. The City of Donald owns the adjoining 109 acre parcel that contains the Donald sewage plant facilities. The 4.84 acre parcel located on the south side of Donald Road west of the city, is part of the GK Machine

Inc. ownership that owns an adjoining 2.32 acre parcel located within the city. The 4.84 acre parcel was created through a property line adjustment (CU/PLA 05-29) and granted approval for farm equipment repair as part of the GK Machine, Inc. farm equipment manufacturing business as commercial activity in conjunction with a farm use. The 6.39 acre parcel is located on the south side of the city between Matthieu Street and the Portland and Western railroad line. The 26.93 acre parcel located north of the city between Butteville Road and the rail line was proposed in 1994 for an urban growth boundary expansion by the City, as indicated previously in the Background section.

The Plan map/UGB amendment proposal includes a plan map amendment from a Marion County Comprehensive Plan designation of "Primary Agriculture" to a City of Donald Comprehensive Plan designation of "Industrial" for the 4.84 acre, 6.39 acre and 26.93 acre parcels, and a City designation of "Commercial" for the 1.12 acre parcel. The amendment also involves the inclusion of the rights-of-way adjoining the parcels so that future urban use of these properties will be on to streets developed and maintained to urban standards. Inclusion of the 42.5 acres in the Donald UGB will also involve a zone change for the properties from a Marion County Rural Zoning designation of EFU (Exclusive Farm Use) to a County Urban Zoning designation applicable to properties in transition from a resource-zoned use to urban use. A City zoning designation would be applied to the properties upon annexation to the city.

Urban Growth Boundary Amendment

The City of Donald is proposing an urban growth boundary amendment to expand the boundary by 42.5 acres to accommodate an identified need for local employment lands that is not met by the current commercial and industrial land supply within the urban growth boundary. The additional lands would allow for the expansion and retention of existing businesses and for new commercial and industrial employment opportunities.

1. City of Donald Employment Lands Inventory

The City conducted an employment lands inventory in 1998-1999 in conjunction with periodic review work tasks to update its comprehensive plan. The previous inventory data was updated in 2008 as part of this amendment proposal. The inventory looked at all the commercial and industrial parcels within the city (the city limits and UGB are basically coterminous except for one small area) by parcel size, developed acres, redevelopable acres, vacant acres, land constrained by development limitations, and the location of lands within the community to residential lands.

The City of Donald Comprehensive Plan currently designates approximately 29.6 acres as "Industrial" lands within the urban growth boundary. The updated employment lands inventory indicates that of the 29.6 acres of industrial land, 20.5 acres are developed, 6.4 acres have redevelopment potential, and 2.7 acres are currently vacant. There are no significant limitations to development as land is level ground with no flood hazards, steep slope hazards or natural features restricting the use of land in the city and surrounding areas. Current industrial lands have some expansion and/or redevelopment capabilities primarily on the south side of the city along Matthieu Street for those properties used for outdoor storage or having dilapidated buildings. Most of the City's industrial lands contain

agriculture-related uses (e.g. feed and fertilizer services and farm machinery manufacturing) that provide for local employment and serving the surrounding farming community. There are six available parcels that have either redevelopment potential or are vacant, none of which are greater than four acres in size or adjacent to existing industrial uses considering expansion. Two of the six parcels are between 3 to 4 acres in size, two of the parcels are around 1 acre, and two other parcels are less than 0.2 acres.

The City of Donald Comprehensive Plan currently designates approximately 8.6 acres as "Commercial" lands within the urban growth boundary. The updated inventory indicates that of the 8.6 acres of commercial land, 7.2 acres are developed, 1.0 acre is redevelopable, and 0.4 acres are vacant. Commercial lands are located in the downtown area along Main Street with commercial buildings/uses on small lots with limited redevelopment potential and limited to commercial lots with existing single-family dwellings. The 1.0 acre of redevelopable commercial land within the City consists of 7 small parcels, all less than 0.20 acres in size and currently containing single-family dwellings. The 0.4 acres of vacant commercial land is comprised of three parcels that are 0.2 acres in size or less. There are also three small industrially developed parcels (all one acre in size or less) that have redevelopment potential as commercial properties due to approved Measure 37 claims to allow commercial activities.

2. City of Donald Economic Opportunities Analysis (EOA)

The City completed an Economic Opportunities Analysis (EOA) as part of the amendment proposal which is a requirement under Statewide Planning Goal 9 - Economic Development for jurisdictions looking at employment land needs and a possible urban growth boundary expansion to meet targeted growth opportunities. The City's EOA was directed toward interests in establishing businesses and employment opportunities within the city as approximately 88% of the City's labor force commutes to employment outside the city; and to take advantage of the City's proximity to the Interstate-5 corridor and availability of the Portland and Western railroad line to attract industry and promote employment. The City's economic development strategy based on the EOA is focused on three primary areas: 1) the identification of warehousing and distribution as a target industry that could include the assembly and repackaging of products as part of this type of use or creation of an industrial park which is able to utilize and take advantage of the city's location assets to I-5 and a rail line; 2) the expansion of existing businesses within the community that is also aimed at business retention rather than relocation to another community; and 3) the improvement of local commercial opportunities for residents through the provision of trade and service uses for a growing community.

The EOA for the City of Donald provides the background and community strategy that form the basis for the employment land needs being targeted by the City in its urban growth boundary amendment proposal.

3. City of Donald Employment Land Needs

The City employment lands inventory and EOA lay the foundation for the economic development strategy being pursued to determine the employment land needs for the community. The strategy focuses on the location of target industries identified in the EOA

(i.e. warehousing and distribution uses) on lands in proximity to the I-5 interchange area on the north side of the city with access to both the interstate and rail line, and adjacent to existing developed industrial areas within the community to minimize impacts to surrounding uses. The other industrial land need identified is to accommodate the expansion of existing businesses within the community through the location of additional industrial lands in proximity to specific industrial uses that have an interest in expanding at their present locations. These existing businesses (a farm equipment machinery manufacturer and a propane distributor) are located on the west and south sides of the community. The commercial land need is to provide additional land in proximity to the downtown commercial area that has visibility, access, walking distance to residential areas and will be part of the commercial downtown of the City of Donald.

The employment land inventory identified 2.7 acres of vacant, developable industrial land and the potential for 6.4 acres of redevelopable industrial land within the city/UGB. With regard to commercial lands, there are 0.4 acres of vacant, developable commercial land and 1.0 acre of redevelopable commercial land consisting of small parcels less than 0.2 acres in size. The possible conversion of other vacant lands within the UGB to meet the employment land needs as identified through the EOA did not result in the identification of suitable or available locations within the community due to small parcel sizes, locations adjacent to residential development, proximity to existing businesses seeking to expand, and access/circulation concerns.

The City analysis of employment land needs utilized the provisions under Statewide Planning Goal 9 - Economic Development and Goal 14 - Urbanization of providing for an adequate supply of sites of suitable sizes to accommodate a variety of employment uses and the expansion of existing businesses. Due to the type and amount of employment land development within the community, the City's need analysis looked at the general site needs for target industries and the availability and size of land adjacent to existing businesses and the downtown area (for commercial lands) to determine land needs consistent with the EOA information. For existing businesses, the needs assessment determined that for the GK Machinery business within the city, the ownership of an adjacent 4.84 acre parcel that currently houses the equipment repair portion of the business outside the UGB on resource-zoned lands, would be adequate to accommodate the expansion of the business utilizing city services. The existing propane distributor on the south side of the city along Matthieu Street could expand utilizing a 6.39 acre property to the south to accommodate tank and storage needs for the business in the future. The needs assessment for the target industry of warehousing and distribution is based on the site size need for this type of industry classification of 25-50 acres that could accommodate assembly and repackaging or a possible industrial park campus type of development associated with these type of uses. For the commercial land need assessment, land for service type uses generally grows in proportion to a city's population. The analysis looked at the ratios of developed and commercial zoned land for the current city population to determine need that ranged between 3 to 5 acres of commercial land based on a 20-year projected population growth of 1,588 (the 2007 population estimate of the city extended to 2028 by applying the adopted average annual growth rate for 1997-2020 of 2.25%). Since some of the industrial land within the city can be used for commercial purposes (the Measure 37 claim lands that involve three parcels totaling 2.1

acres), it was determined that commercial land need of less than 3 acres would be adequate and could be accomplished with a single parcel between 1 and 2 acres in size.

To meet the employment land needs for the city's economic development strategy of providing for local job opportunities, the City identified suitable site characteristics for additional employment lands. These site characteristics included: ability to provide public facilities and services; locations adjacent to or in proximity to existing businesses looking to expand; access to major roadways/streets; land contiguous to existing industrial lands to minimize negative impacts from traffic and noise to residential areas; at least one parcel over 25 acres in size for industrial use; commercial land in proximity to the downtown commercial area that could be an extension of the downtown and with good visibility and access to accommodate service uses and within walking distance of multifamily development in the community; industrial land with easy access to the I-5 corridor and rail service; and land with no physical limitation to development.

The UGB amendment proposal is for an additional 38.2 acres of land designated for industrial and 1.12 acres of commercial land (a total of 42.5 acres of land when 3.2 acres of right-of-way along Butteville Road, Donald Road and Matthieu Street are included). The industrial land inventory indicates a supply of 2.7 acres of vacant industrial land and a potential 6.4 acres of redevelopable industrial land to accommodate the land needed for the identified target industry and expansion of existing businesses. On the commercial side of the analysis, there is a supply of 0.4 acres of vacant land, a potential of 1.0 acre of redevelopable land, and a possible 2.1 acres of industrial land that can be used for commercial under a Measure 37 claim. The City's determination of employment land need is consistent with the evaluation and analysis required under Goal 9 and Goal 14 to determine need and provide for an adequate supply of sites for identified target industries and the expansion of existing businesses and the downtown commercial area, that also meets the location characteristics identified to support the City's economic development growth strategy.

4. Population Forecasts and Statewide Planning Goals 9 and 14

Statewide Planning Goal 14 — Urbanization and its corresponding administrative rules (OAR 660 Division 24) requires UGB amendments to be based upon consideration of a demonstrated need to accommodate long-range urban population growth requirements consistent with a 20-year population forecast coordinated with the county. Under the provisions of Statewide Planning Goal 9 — Economic Development and its corresponding administrative rules (OAR 660 Division 9), a city can base its need for employment lands on an Economic Opportunities Analysis (EOA) using an employment forecast based on population growth for the 20-year planning period, or identify targeted industries in the EOA and a need for particular sites and parcel sizes to meet the requirements of the targeted industries.

Since the City of Donald is not basing its need for employment land on population growth but rather on the need for specific sites to accommodate target industries identified in its EOA, a 20-year population forecast to the year 2028 is not a crucial factor in the land need analysis under the UGB amendment proposal.

The City has a coordinated, adopted 2020 population forecast with the County of 1,050 for the period of 1997-2020 based on an average annual growth rate of 2.25% applied to the City's 1997 population estimate of 630. The City's current 2007 population estimate is 995 that is approaching the adopted 2020 forecast for the City.

The County is currently conducting a countywide population study (partially funded by DLCD) that will produce year 2030 population forecasts for each of the cities and the unincorporated area of the county. The study is near completion and the adoption of coordinated forecasts with the cities in the county will commence upon completion of the study and the presentation of the study to the County that is likely to occur in September or October 2008.

In order to meet the requirements under Goal 14 of a coordinated population forecast for the City's UGB amendment proposal that covers a 20-year planning period, several courses of action exist. The City could wait for completion of the County population study and forecasts before proceeding with its amendment proposal. The other option is to proceed with the amendment proposal with the understanding that the forecast coordinated for the amendment will be revised later based on the findings, coordination and adoption of the County's population and forecasts for each of the cities in the county. The second option is being utilized with this amendment proposal as the City of Donald concurs in the use of a "safe harbor" population forecast under the Goal 14 administrative rule provisions, and with the forecast only relevant for this UGB amendment proposal. The City will adopt a new 2030 population forecast as part of the Marion County population study and coordination of a forecast with the City.

OAR 660-024-0040 allows a city to amend its UGB in consideration of one category of land need such as employment land need without consideration of other categories of land need. OAR 660-024-030 contains "safe harbor" provisions for population forecasts where a current adopted forecast does not provide a 20-year forecast at the time a city initiates an UGB amendment. The rule provision allows for the coordinated extension of the current city forecast to a 20-year period by using the same growth trend for the city assumed in the county's current adopted forecast.

The City and County looked at the application of the "safe harbor" provision as an interim forecast for this amendment proposal only in order to develop a reasonable forecast under the rule provision. Under one option, the extension of the 2020 forecast of 1,050 to the year 2028 using the 2.25% average annual growth rate resulted in a 2028 forecast number of 1,255. As indicated previously, with the 2007 city population at 995 and approaching the adopted 2020 forecast, extending the 2020 forecast out to 2028 is problematic and does not result in a reasonable forecast number that is supportable under the "safe harbor" provisions of the rule. The other option considered was to use the 2007 population estimate for the city of 995 as the base year from which to extend the forecast to the year 2028 using the adopted 2.25% growth rate. Using this method results in a 2028 forecast of 1,588 for the city that provides for a more reasonable forecast considering the growth the city has experienced and being that the city is already approaching its 2020 forecast indicating that the current forecast for the city was low and would need to be adjusted at some point. The City has concurred in the 2028 forecast of 1,588 as the "safe harbor" population forecast for use with this UGB amendment proposal that has been coordinated

with the County and DLCD, with the understanding by the City, County and DLCD that a new 2030 forecast based on the County's population study will be coordinated and adopted by the City and County for use with future comprehensive planning efforts. The City's UGB amendment proposal contains a statement that stipulates this approach to this "safe harbor" population forecast and its application only for this plan amendment.

5. Consistency with City of Donald Comprehensive Plan Goals and Policies

The City of Donald Plan map/UGB amendment proposal addresses the applicable goals and policies of the Donald Comprehensive Plan. The Donald Plan contains commercial, industrial and urban growth goals and policies. In 2005, the City amended the Donald Comprehensive Plan by adding new language to the Industrial Land Use Policy of its Plan to ensure that an adequate supply of land for existing and potential industrial users be provided. The proposal is consistent with the Plan commercial and industrial policy guidance to inventory vacant and underutilized lands, assess community economic development potential, encourage the development of compatible industries, minimize the effect of industrial activity on residential uses, and achieving a balance between commercial and residential development.

The City's amendment proposal contains findings pertaining to: the coordinated review procedures for plan map/UGB amendments; conformance with the comprehensive plan commercial and industrial policies listed under the Land Use provisions of the plan; whether there was a mistake or update needed in the plan map; changes in the conditions in the planning area since the adoption of the current plan map; the limited focus of the amendment and that revisions to other elements of the plan are not being considered at this time; the public need for the plan amendment; whether there is other appropriately zoned properties that could be utilized; the impact and adequacy of the existing and future capacity of public facilities; compliance with applicable state and federal laws and regulations including the Statewide Planning Goals; and compliance with the intergovernmental agreement between the city and county. The City's findings to support the amendment meet the applicable decision criteria identified for the amendment proposal, as provided for in the Donald Comprehensive Plan.

The City's amendment proposal includes a statement indicating that the City will consider satisfactory amendments to the Donald Comprehensive Plan or the Development Ordinance to ensure only industrial-related development occurs at the time of annexation and development of the expansion parcels. Rather than include this policy or condition of development with the expansion proposal, it is the City's intention to include the concern over possible conversion of employment lands to other uses, as a restriction at the time of annexation and/or development of the expansion areas.

6. Goal 14 Factors Applicable to Urban Growth Boundary Amendments

Goal 14 – Urbanization sets forth location factors for evaluating alternative UGB locations for changes to the urban growth boundary that must also be consistent with ORS 197.298 that establishes the priority of lands to be considered for inclusion within the UGB. Location factors under Goal 14 evaluate: the efficient accommodation of identified land needs; the orderly and economic provision of public facilities and services; comparative

environmental, energy, economic and social consequences; and compatibility of proposed uses with surrounding agricultural activities outside the urban growth boundary.

The City's findings and analysis for the proposed UGB amendment address the location factors under Goal 14 in determining the necessary land suitable to accommodate the identified employment lands need. The Goal 14 factors are contained in the Appendix to the City comprehensive plan as part of the Urban Growth Boundary and Policy Agreement between the City and the County and are the factors contained in Goal 14 prior to the April 2006 LCDC Goal 14 amendments. The City amendment proposal addresses the current Goal 14 factors since they are the ones in effect when the amendment proposal was being considered by the City. The City's employment lands need was determined using the Goal 9 – Economic Development guidelines to provide for both an inventory of and options for available lands suitable to meet the City's economic growth strategy.

The City's proposal contains findings to meet the administrative rule provisions of Goal 14 on: statewide planning goal compliance; establishing a 20-year forecast; providing for needed employment over the 20-year planning period; amending the UGB in consideration of one category of land use; the use of safe harbors in determining employment needs, conducting a land inventory and analysis; determining that the estimated need cannot be accommodated within the current UGB; the assignment of appropriate Plan designations; reviewing alternative boundary locations consistent with the land priority factors of ORS 197.298; consideration of specific characteristics in boundary location alternatives analysis; and the evaluation of comparative costs for development of alternative locations.

The City currently has a population around 1,000 with a year 2028 forecast of close to 1600 under this proposal. The continued expansion of the employment lands base (commercial and industrial lands) of the city is needed to create local employment opportunities for its growing population, of which a significant number currently commute to other locations for employment. The proposed amendment properties are located adjacent to existing developed industrial areas within the city that would allow for the efficient extension of public facilities to serve the areas and for the possible expansion and/or redevelopment of existing businesses within the established industrial areas of the community. The location of the amendment areas in proximity and with access to, the major street network and circulation routes in the city and county will minimize the traffic impacts on the non-industrial areas and streets within the community. The existing types of agriculture-related businesses within the community and the types of industries being targeted in the City's economic development strategy have been determined by the City to be compatible with both the existing industrial base and the surrounding agricultural activities and lands in the proposed expansion areas. The City's findings address the statewide planning goals and meet the UGB amendment factors under Goal 14 that are provided as decision criteria for growth boundary change amendments within the City's comprehensive plan that includes the city/county growth boundary and policy agreement.

7. Urban Growth Boundary Location Factors and Consistency with ORS 197.298

ORS 197.298 provides a hierarchy of land for inclusion within a boundary with first priority to designated urban reserve land; second priority to exception areas or non-resource land; third priority is for land designated as marginal land; and fourth priority is land designated

for agriculture or forestry with higher priority given to land of lower capability as measured by a soil classification system or cubic foot production site class for timber.

The City's findings and analysis for the proposed UGB amendment under the Goal 14 factors cited under Item 6 above, also address the priority of land provisions under ORS 197.298 with regard to the fourth priority of lands for inclusion based on soil classification capability since the city does not have urban reserve lands, exception areas, or marginal lands adjacent to the current UGB that could meet the identified industrial land need. The Donald UGB is surrounded by lands containing high capability soils (Class II and III) designated for agricultural use. The existing major businesses in the community are agriculture-related and serve the surrounding farm community. The locational analysis identified all the properties adjacent to the Donald city limits/UGB as alternative locations considered in order to meet the need for additional employment lands to accommodate the economic development strategy identified in the City's EOA. The soils capability classification of the alternative parcels were considered in conjunction with identified site characteristics for the employment land needs (i.e. serviceability, proximity to existing industrial lands, access to major roads, one parcel over 25 acres, compatibility with surrounding uses, minimal limitations to development, proximity to I-5 corridor and the rail line) to determine the possible parcels for inclusion in the boundary. The 42.5 acre proposed expansion areas consist of four parcels in various locations adjacent to the city that are comprised of Class II and III soils, similar to the classifications of soils surrounding the general area and farming community of the city. The proposed expansion areas include four parcels consisting of 1.12 acres, 4.84 acres, 6.39 acres and 26.93 acres located to the north, west and south of the current UGB that meet the locational and site characteristic factors determined by the City to be consistent with the ORS 197.298 priority considerations for the inclusion of lands within the boundary.

The City's original analysis under the provisions of ORS 197.298 was an area of the UGB amendment proposal locational analysis that County and DLCD staff indicated needed additional findings. County and DLCD staff worked with the City's planning consultant to provide soils data and parcel and alternative area analysis to support the City's amendment proposal and meet the location factors and considerations under Goal 14 and ORS 197.298. The amendment proposal contains adequate data and findings to justify the UGB amendment as required under the provisions of Goal 14 and ORS 197.298.

8. Marion County/City of Donald Urban Growth Boundary and Policy Agreement (UGBPA) and Consistency with the Marion County Comprehensive Plan

Marion County and the City of Donald maintain an intergovernmental agreement that is a procedural document specifying requirements for the establishment of UGB's, UGB amendment procedures, urbanization policies for lands outside the city limits but within the UGB, review and notice procedures for development proposals and plan/code amendments, and the establishment of areas of mutual planning concern existing outside of the UGB. This agreement was executed between the County and the City as an implementation tool for the comprehensive plans adopted by each jurisdiction. The current agreement between the County and the City has been in place since April 1986.

The City of Donald UGB amendment proposal addresses the applicable procedures for UGB amendments and the Urbanization policies cited in the agreement applying to UGB amendments. The Urbanization policies within the UGBPA are consistent with the policies contained in the Urbanization Element of the Marion County Comprehensive Plan. The proposal addresses the conversion of land to urban uses cited under the agreement regarding the orderly and economic provision of public facilities and services and the availability of sufficient land to accommodate various uses. The provisions of the UGBPA for amending the UGB require consideration of the factors cited under Statewide Planning Goal 14 — Urbanization. The City proposal provides findings to address these requirements and is consistent with the applicable policies and procedural requirements within the City/County UGBPA pertaining to UGB amendments.

The Growth Management Framework of the County Comprehensive Plan adopted in 2002 requires an updated agreement between the County and a city consistent with the Framework, when a city goes through periodic review or updates its comprehensive plan where County concurrence is necessary. The City of Donald is not updating its comprehensive plan where text, goal and policy amendments pertaining to urbanization are being considered, and the proposed UGB amendment is not part of the City's periodic review of its Plan. The UGB amendment is being proposed to address an employment lands need that is not being met by the existing supply/inventory of lands within the City's comprehensive plan and UGB. The proposal does not involve any textual changes to the Plan or amendments to existing policies and/or elements of the Plan. An updated or revised intergovernmental agreement is not required at this time under the County's Framework policy.

The County Growth Management Framework provides coordination guidelines with regard to Economic Development that cities may utilize to be consistent with the County Comprehensive Plan when proposing an urban growth boundary amendment. The City's amendment proposal is consistent with the Framework guidelines to identify the capacity of local employment uses through an inventory of employment lands; provides for forecasted jobs and land needs by conducting an economic opportunities analysis to formulate an employment growth strategy focusing on the economic growth and development opportunities along with the need to retain existing employers/businesses in the community; and coordinates with the County to provide information to support development of a sustainable economy within areas of the County.

Redesignation and Rezoning of Properties Added to the Urban Growth Boundary

The 42.5 acres of property proposed for addition to the Donald Urban Growth Boundary is currently designated "Primary Agriculture" in the Marion County Comprehensive Plan and zoned EFU (Exclusive Farm Use). Should the 42.5 acres be included within the Donald UGB for future employment (industrial and commercial) land development purposes, the "Primary Agriculture" rural land designation in the County applying to lands outside of urban growth boundaries will be replaced with a City of Donald Comprehensive Plan urban land use designations of "Industrial" and "Commercial" to distinguish between the proposed urban use of the properties and rural lands outside the amended UGB.

The 42.5 acres of property to be included within the UGB also needs to be rezoned from the current County rural zone code designation of EFU (Exclusive Farm Use) that applies to lands outside of urban growth boundaries to a County urban zone code designation applying to lands within the urban growth boundary but outside the city limits where the County still maintains land use control over such properties until annexed to the city. The appropriate rezoning for the properties would be to a County urban zone code designation of UTF (Urban Transition/Farm). As stated in Chapter 14 of the Marion County Urban Zone Code:

The purpose of the UTF (Urban Transition/Farm) zone is to encourage the continued practice of commercial agriculture in areas planned for future urban development. The UTF zone shall be applied in those areas within an urban growth boundary where the applicable urban area comprehensive plan indicates that land should be retained in large blocks, and acreage residential development discouraged, to facilitate efficient conversion to urban use.

Applying the County UTF zone designation to properties that are presently in a rural resource zone allows for the continued use of these properties for agricultural purposes until the properties are annexed to the city and developed for urban industrial and commercial use consistent with the Plan designations for the properties.

PUBLIC COMMENTS/TESTIMONY

Notice of the proposed Plan/UGB amendment was provided to the 19 other cities within Marion County, public agencies, advisory groups, interested persons and property owners within the 750-foot notice area of the affected properties. Notice of the public hearing on the amendment proposal was also provided to the Woodburn Independent and Statesman Journal newspapers.

Marion County Public Works/Transportation Engineering section reviewed the amendment proposal and provided comments. In addition, comments on the Transportation Impacts and Assessment (TIA) for the Bennion/Feller property were provided during the early review of possible UGB amendment scenarios. In summary, the comments on the amendment proposal raise the following items with regard to the properties involved in the UGB expansion: 1) the TIA addressed only the Feller/Bennion property and more detailed transportation analysis will be required at the time of zone change or annexation of each of the other properties; 2) access to major roadways will be managed to protect the mobility functions of the roads and a system of internal roads should be identified to serve the expansion areas and included in the City's transportation plan; 3) entire rights-of-way shall be included within the UGB so that urban design standards can be applied and provide for a single jurisdictional change from City to County and for future maintenance responsibilities; 4) in order for development to be responsible for needed mitigation of traffic impacts as identified in the TIA, the City needs to allow for County review of development applications and abide by mitigation requirements on County facilities. The items cited in the Transportation Engineering section comments are generally conditions or requirements imposed at the time of development through a development agreement or with land use applications for development activity of each of the parcels.

Seven persons provided oral testimony at the public hearing including two persons representing the City of Donald. The Friends of French Prairie and 1000 Friends of Oregon testified and submitted written comments with one additional written comment submitted during the County review process, all of which are part of the County record in this matter and considered by the Board in its deliberation and decision on the plan amendment.

EXHIBIT B

CITY OF DONALD COMPREHENSIVE PLAN MAP AMENDMENTS:

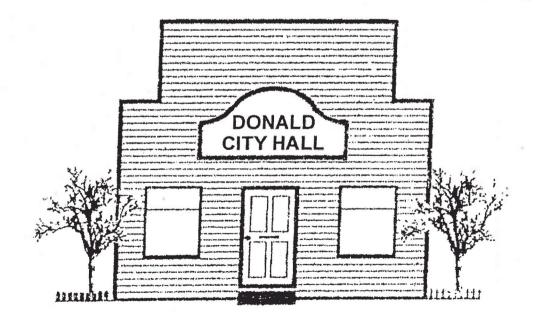
BACKGROUND MATERIALS -

UGB EXPANSION ANALYSIS AND JUSTIFICATION

TRANSPORTATION IMPACT ANALYSIS FOR BENNION/FELLER PARCEL

CITY OF DONALD

URBAN GROWTH BOUNDRY AMENDMENT PROPOSAL: EMPLOYMENT LANDS



CITY OF DONALD URBAN GROWTH BOUNDARY AMENDMENT PROPOSAL: EMPLOYMENT LANDS

> City of Donald P.O. Box 388 Donald, Oregon 97020

> > (503) 678-5543

Urban Growth Boundary Amendment – Employment Lands

Table of Contents

1.0		oduction2
2.0	Pop	ulation Projection3
3.0		d Use Inventory4
	3.1	Background4
	3.2	General Land Use5
4.0	Com	mercial and Industrial Land7
	4.1	National Trends7
	4.2	Regional12
	4.3	Local Trends15
	4.4	Major Industry Forecasts and Locational Potential17
	4.5	Other Sector and Employment Forecasts18
	4.6	Industry Selection20
	4.7	Ste Requirements - General21
	4.8	Site Requirements – Specific Industries21
	4.9	Site Consideration for Other Industries22
	4.10	Existing Conditions23
	4.11	Summary25
5.0		mercial and Industrial Land26
	5.1	UGB Amendment – Industrial Land26
6.0		mercial and Industrial Land55
	6.1	UGB Amendment – Commercial Land55
Table		
iable	3-1	Land Use by Zone5
	3-2	Availability – Employment Lands6
	4-1	Recent Trends and Forecasts – Major Industry Employment9
	4-2	Projected High Growth Occupations – 1996 to 200611
	4-3	Recent Trends and Forecasts – Major Industry Employment
	4-4	Area Employers
	4-5	Employment by Industry and Occupation16
\pper	ndices	
	A.	Industrial and Commercial Inventory78
	B.	Subject Properties and Soils80
	C.	Letter: Marion County Department of Public Works81
	D.	Traffic Impact Analysis - Group MacKenzie82

1.0 Introduction

The City of Donald is considering expanding the Urban Growth Boundary (UGB) to provide additional land to meet projected employment needs. This action comes primarily in response to requests by individual property owners. However, due to the number of requests and the City recognizing a lack of developable land to meet anticipated employment needs, the Donald City Council voted to combine the requests as a legislative action.

The City conducted the original field survey during the winter of 1998-1999 and the material was upgraded in 2008. The purpose of this document is to establish supporting findings for the UGB amendment to address commercial and industrial employment needs as well as the associated Comprehensive Plan Map Amendments.

2.0 Population Projection

The City of Donald has traditionally been a small, farm-oriented community. However, as with other cities affected by growth in the Portland metropolitan area, Donald witnessed a significant increase in population during this decade. The 1990 Census figure of 316 nearly doubled to 625 by the Year 2000 Census.

Consistent with provisions in ORS 195.036, Marion County was required to establish and maintain a population forecast for the entire county and to coordinate the population forecast with local governments. Early estimates by the County projected a population of 875 for Donald by the year 2020. In contrast, early City estimates of growth anticipated Donald would meet or exceed the County's estimated 2020 population in the year 2000.

In further coordination with Marion County, it became evident the City had sufficient residential land within the City limits to exceed the County's initial low population estimate. Recognizing the current growth rate of 7% would not likely to continue on into the future, the City and County agreed to a coordinated annual growth rate of 2.25% to the year 2020. Based on this coordinated agreement, formalized by Marion County Ordinance No. 1091, the City of Donald adopted a projected population of 1,050 by the year 2020.

As part of this UGB amendment process, the City must establish a 20-year planning horizon based on the submitted date of the proposal. Although the County is currently in the process of updating is coordinated population, no new estimates were established since the adoption of Ordinance No. 1091. OAR 660-24-0030(3) allows for this situation "if a coordinated population forecast was adopted by a county within the previous 10 years but does not provide a 20-year forecast for an urban area at the time a city initiates an evaluation or amendment of the UGB . . ." This is a "safe harbor" estimate and allows the extension of the same growth trend as assumed by the study currently in place. Therefore, continuing with an assumed growth of 2.25%, extending the population trend from 2020 to 2028 arrives at a population estimate of 1,255.

Marion County expressed concern the proposed estimate may underestimate population growth as the 2007 population estimate for Donald is <u>995</u>, nearly equal the 2020 projected population of <u>1,050</u>. The County suggested a population estimate of **1,588** for 2028 as more realistic, given current estimates.

The City of Donald concurs and accepts Marion County's the 2028 estimate of **1,588** as its "safe harbor" population. Further, this population estimate is only relevant for the UGB amendment and the City will adopt a new population forecast for the year 2030 as part of Marion County's population forecast project.

3.0 Land Use Inventory

This Section provides a summary of the current land use inventory. The original data was created in 1998-99, and where applicable, was updated in 2008.

3.1 Background

The existing land inventory is divided into several zones which generally correspond to the type of land use associated with the property. Zoning was selected as it is the best indicator of long-run use of a parcel of land. The following zoning categories apply to the City:

- A. R-5 Zone (Single Family Residential) Primarily a single family zone; no multifamily development is permitted. Minimum lot size is 5,000 square feet or 7,000 square feet for a corner-lot duplex. Consistent with the zone's minimum lot size, the expected development density is 5 units per acre. Subsequent to the original survey, the City eliminated the R-5 zoning, re-zoning the R-5 land to R-7. Where appropriate, information regarding the R-5 and R-7 zones will be combined in subsequent sections of this document.
- B. R-7 Zone (Single Family Residential) Similar to the R-5 zone except that the minimum lot size is 7,000 square feet. Duplexes are also permitted on separate lots or parcels. The expected development density is 4 units per acre.
- C. RM Zone (Multiple Family Residential) This zone is <u>limited solely to multi-family</u> development. There is a minimum requirement of 3,000 square feet *per unit* for a maximum development density of 14 units per acre.
- D. Commercial (C) This is the sole commercial zone within the City. Uses normally associated with commercial activities, such as retail sales or offices are permitted outright. Apartments are allowed on the second floor, or, behind a commercial use located on the first floor.
- E. *Industrial (I)* Primarily designed for industrial type of activities, although some "heavy" commercial uses (e.g., welding or cabinet shop) are also permitted.
- F. Public (P) This zone applies to public or semi-public facilities such as schools and churches.

The following table identifies the amount and percentage of each zoning designation within the City. Specific information on the Industrial and Commercial zoned land may be found in Appendix "A.".

Table 3-1 Land Use by Zone

ZONE	ACREAGE	PERCENT OF TOTAL
Single Family Residential (R-7)	64.35	57.6%
Multiple Family Residential (RM)	7.23	6.4%
Commercial (C)	8.61	7.7%
Industrial (I)	29.63	26.5%
Public (P)	1.99	1.8%
Totals	111.81	100%

As this table shows, a majority of the land inventory (64%) is devoted to residential use. However, a significant portion of the City (26.5%) is zoned for Industrial uses indicating Donald contains a significant base for employment opportunities.

3.2 General Land Use

A field inventory was conducted for each parcel of land. While the survey reviewed *all lands* within the City, the following information concentrates solely on those lands zoned for employment-related uses: Commercial and Industrial. Further, while OAR 660—024-0050(3) establishes a "safe harbor" process for reviewing industrial and commercial lands, given the limited acreage in the community, City staff found it appropriate to conducted a site-by-site analysis (see Attachment "A").

A. Assumptions

- 1. Total Acreage The total amount of land available in a particular zone. Donald is located on relatively level ground and does not contain factors, such as flood plains, steep slope hazard areas or other factors which prohibit development of individual properties. The City recognizes storm water run-off is a factor in site development; however, this issue can usually be addressed through proper engineering design.
- 2. Developed and Committed Land which contains no potential for additional development; for example, a commercial building occupying an entire parcel.

- 3. Redevelopable Land which is capable of further development. This may include Commercial or Industrial property which contains non-conforming uses. For example, a Commercial parcel with a single family home may be redeveloped by either removing the home or converting it to a commercial use such as an office.
- 4. Vacant Land devoid of development or not committed to an approved development plan. Public facilities either were available or could be made available to serve the site.

The Commercial land is located within the City's downtown (Main Street, west of the railroad tracks) and characterized by substantial buildings on relatively small lots. Redevelopment potential is virtually nonexistent and essentially limited to the few lots containing single family homes.

Industrial land was reviewed in a similar manner. Sites which were substantially developed were often capable of expansion, but not necessarily completely new business structures and activities. However, where the property was used for outdoor storage or contained dilapidated buildings worth less than the property, the site was assumed to be redevelopable. This later case however, was limited to a small number of parcels on the City's south side, adjacent to Matthieu Street.

B. Land Availability

Subsequent to the inventory, property was divided into developed, redevelopable or vacant categories based on the previously noted assumptions. The results are noted in the following chart:

Table 3-2
Availability – Employment Lands

Zone	Total Acres	Developed	Redevelopable	Vacant
С	C 8.61 7.18 (83%) 1		1.00 (12%)	0.43 (5%)
1	29.63	20.51 (69%)	6.38 (22%)	2.74 (9%)
Total	otal 38.24 27.69 (72		7.38 (19%)	3.17 (9%)

Of the 38.24 acres of land available to meet employment needs, less than 10% is vacant for either Commercial or Industrial uses. Further, only some 28% of the total employment-related land may either be redeveloped or is vacant for immediate use.

4.0 Industrial and Commercial Land

The nation and region have seen tremendous economic changes over the last 20-years. Nationally, the service industry supplanted manufacturing in terms of jobs and job growth. Computers and the Internet – once the province of a handful of scientists have become commonplace and revolutionized the way America conducts business. Oregon saw high-tech manufacturing surpass the traditional agriculture and forestry sectors to become the state's primary employer. The image of the closed sawmill was often followed by the ground breaking of a new chip plant. Today's personal computer will likely be supplanted by as yet unforeseen new technologies. Downtown's may become a thing of the past as shopping is dominated by the Internet. Office space needs may be reduced as tele-commuting becomes more prevalent. Large industrial areas remain vacant as manufacturing is transferred overseas and current processes are replaced with more efficient technologies. For these reasons, it is a major challenge to accurately project a community's commercial and industrial needs.

The City of Donald is a small, rural community with a surprisingly significant industrial land base. The City possesses considerable economic attributes: compact downtown, recent improvements to the public facility system and close proximity to Interstate-5 and the metropolitan areas of Portland and Salem. The City will need to build upon these attributes to maintain - and enhance - its local economy. To that end, this Chapter reviews the availability of commercial and industrial land within the City.

A part of the process of addressing commercial and industrial needs, Oregon Administrative Rules 660-09 requires communities to conduct an "Economic Opportunities Analysis." This analysis helps determine whether there is sufficient land, in the adequate quantities and suitable locations to meet expected commercial and industrial requirements. Briefly, the analysis contains four basic steps:

- (1) Review national, regional and local economic trends.
- (2) Site requirements to meet expected demand.
- (3) Inventory of existing commercial and industrial sites.
- (4) Assessment of community economic development potential.

4.1 National Trends

Economic Development Trends

There are a number of factors that will affect future development and employment opportunities in general, and specifically to the region. These factors are considered below:

Aging baby boomers and an increase in life expectancy. By 2050, the number of people older then 65 will double while the number of people less than 65 will only increase by 12%. This will result in a contraction of the labor force, an increase in the demand for healthcare services and impacts on the federal budget to address Social Security and Medicare.

Increasing Hispanic and Latino population. By 2000, the Hispanic and Latino population represents 12.5% of the U.S. population, up from 9% in 1990. This group is expected to account for 24% of the population by 2050.

The importance of education on wages and household income. The Bureau of Labor Statistics concludes the fastest growing occupations will require an academic degree. Further, individuals holding the necessary education will earn considerably more than those without the necessary education. This does not mean everyone will (or need to) attend college, but emphasizes the importance of training beyond a high school diploma.

Global trade. It is no longer just a domestic market but a global one. Global trade will continue to increase along with a desire by manufactures to seek lower labor costs.

Technological innovation. Innovation will increase worker productivity. This will allow increases in the production of goods and services, but given lower labor costs elsewhere, primarily services.

Manufacturing to service-oriented shift. Technological increases allow manufactured items to be produced most anywhere, thereby placing a premium on labor costs. This trend will continue as the country moves toward solidifying its place as a service-oriented economy.

Rising energy costs. The world-wide demand for energy (and oil in particular) is increasing the energy costs. As of this writing, crude light oil exceeded \$100.00 per barrel. This has tremendous impacts on transportation costs and associated household and business expenditures. Travel modes and patterns are expected to change in response.

Environmental impacts and energy efficiency. The demand for energy will likely lead to increased efficiencies in all processes and products. A larger percentage of our energy will come from renewable sources.

Migratory patterns in U.S. There remains, and will likely continue, a population movement away from the Midwest and Northeast toward the South and West.

Natural resources. Changes in tastes and preferences are now placing a premium on environmental quality. This includes scenic views, outdoor recreation, clean water and similar amenities. Regions that retain these values will create a development advantage over those areas that do not.

Industrial Changes

The impact of these trends can be seen nationally, as high-tech and services related industries are supplanting traditional manufacturing businesses. Technical education is the key for tomorrow's work force as there will be fewer opportunities for unskilled labor.

Occupational opportunities will include the fields of computers, health care, science, education, and services. **Table 4-1** below identifies recent trends and short-range forecasts for employment in each major industry division in the United States. A brief trend summary follows.

Table 4-1
Recent Trends and Forecasts - Major Industry Employment

Total Employment	1986 Employment (1000s)	1996 Employment (1000s)	1986-96 % Change	2006 (Estimate)	Projected 1996-2006 % Change
Total Employment	98,727	118,731	20.3	136,318	14.8
Goods Producing	24,538	24,431	-0.4	24,451	0.1
Services Producing	74,189	94,300	27.1	111,867	18.6
Manufacturing, Total	18,951	18,457	-2.6	18,108	-1.9
Durable	11,200	10,766	-3.9	10,514	-2.3
Nondurable	7,751	7,691	-0.8	7,593	-1.3
Non-manufacturing, Total	79,776	100,274	25.7	118,210	17.9
Mining	778	370	-52.4	420	13.5
Construction	4,810	5,400	12.3	5,900	9.3
Transportation/Utilities	5,247	6,260	19.3	7,111	13.6
Trade - Wholesale	5,751	6,483	12.7	7,228	11.5
Trade-Retail	17,878	21,625	21.0	23,875	10.4

Finance, Real Estate	6,275	6,899	9.9	7,651	10.9
Services	22,346	33,586	50.3	44,852	33.5
Government-Federal	2,899	2,757	-4.9	2,670	-3.2
Government-State/Local	13,794	16,690	21.0	18,480	10.7

Goods Producing vs. Service Producing Jobs

While total non-farm employment increased 20.3% from 1986 to 1996 manufacturing employment declined by 0.4%. Conversely, service employment increased by 27.1%. Seen another way manufacturing industries lost 100,000 employees while the service section gained 20 million jobs. The Bureau of Labor Statistics expects this trend to continue, with the service industries growing by 18.6%, or 17.5 million people. Manufacturing will rebound slightly, posting a gain of 0.1% or 20,000 people.

Manufacturing Jobs

The recent trends in manufacturing have been negative. Employees involved in durable goods-manufacturing have decreased by 3.9 percent. The number of employees involved in the manufacture of non-durable goods has declined by 0.8 percent. The short-range forecast continues the negative trends with decreasing numbers of employees in both durable and non-durable goods.

Non-manufacturing Jobs

During this time period, non-manufacturing jobs increased by nearly 21 million, with another 18 million expected by 2006. The most significant growth will occur in services (50.3%), state and local government (21%), retail trade (21%) and the transportation, communication and utility sector at 19.3%.

Services dominated growth between the years 1996 and 2006. Other significant growth during this time period (more than 10%) occurred in mining, transportation, communication and utility sector, trade, finance and real estate, and state and local government.

Analysis by Occupation

As reflected in **Table 4-1** above, service-providing industries are projected to add jobs much faster than non-service industries. The exception to this rule is computer-oriented manufacturing, which shows large forecasted gains in employment for the near future. **Table 4-2** identifies those *job categories* with high or very high projected increases. As this Table indicates, computer-oriented occupations, assistants, and

service-oriented occupations will see the highest growth. The average growth rate for all jobs is 14.4% during this coming decade. Specific jobs that exceed this growth rate by 1.5 times are listed as "High" growth rate jobs (identified by the symbol "H"). Those that will more than double the average rate of job growth are listed as "Very High" ("VH").

Table 4-2Projected High Growth Occupations - 1996 to 2006

Occupation Title	1996 - % of Industry	2006 - % of Industry	% Change	Growth Rate
Total, All Occupations	100.0%	100.0%	14.4%	AVERAGE
Profession specialties	13.7	15.28	27.6	Н
Life scientists	0.1	0.15	22.8	Н
Computer, research	0.8	1.39	100.2	VH
Computers, systems analyst	0.7	1.32	110.2	VH
Computer engineer	0.3	0.63	114.6	VH
Social, recreational	1.2	1.38	32.0	VH
Teachers - secondary	1.2	1.23	22.2	Н
Teachers - other	0.7	.73	29.9	VH
Teachers - adult/vocational	0.4	0.42	25.1	Н
Health diagnostics	0.5	0.6	27.9	Н
Health assessment	2.2	2.38	26.2	Н
Therapists	0.3	0.44	56.9	VH
Writers, entertainers	1.0	1.03	24.3	Н
Designers	0.2	0.19	25.8	Н
Health technicians	1.9	2.04	24.9	Н
Technicians - other	0.9	0.93	23.6	Н
Legal assistants	0.2	0.21	41.2	VH
Sales workers	2.6	2.84	24.7	Н
Adjusters, investigators	1.1	1.14	25.0	Н
Receptionists, clerks	0.9	0.98	30.3	VH

Teacher aides	0.8	0.97	37.7	VH
Health service	1.8	2.03	32.8	VH
Nursing aides	1.1	1.23	24.2	Н
Nursing attendants	1.1	1.15	25.4	Н
Personnel services	1.6	2.07	48.9	VH
Home-health aides	0.6	.87	79.3	VH

Summary of National Trends

National trends and forecasts indicate strong growth in computer-related, service and trade professions, including medical and teaching services. As both previous tables indicate, manufacturing jobs are expected to decline in nearly all categories while service-related jobs will continue to grow. These are not just computer-related but encompass several other categories such as retail, education or health professions.

4.2 Regional

This analysis examines employment trends in the mid-Willamette Valley region. Consistent with national figures, manufacturing and goods-producing industry jobs are forecast to grow at a slow rate while service and trade related jobs are expected to increase rapidly over the next several years.

The Oregon Employment Division produced a *Regional Economic Profile* for the three-county Region 3 (Marion, Polk, and Yamhill Counties) in which Donald is located. The following is an excerpt from the *Profile*, as it describes the results of the Employment Division's forecasts:

Sophisticated technology is taking routine jobs away from hundreds of workers in Marion, Polk, and Yamhill counties. Heightened competition and one of the nation's highest state minimum wages, are putting pressure on local employers to invest in mechanization, computers, and other electronics to improve efficiency and cut costs. A shifting of the local economic base is costing jobs at the same time it is adding jobs. The economic fortunes of Marion, Polk, and Yamhill counties have traditionally been tied to state government and to the natural resources of agriculture and wood. But the local and statewide economy is shifting from a reliance on resource extraction and manufacturing toward the information and services sectors and high tech manufacturing. By far the highest growth rates since 1979 have been in services.

Between 1996 and 2006, services will lead in the percent of growth expected in Region 3, with manufacturing in last place. Because of their size, though, slow-growing manufacturing and government will still create more jobs than either trade or the finance, insurance, and real estate group. Projections through 2006 indicate that the only employment decline will be in lumber and wood products. No change is foreseen in federal government. All other published manufacturing and non-manufacturing sectors should see growth.

The Employment Division Report goes on to emphasize the importance of trade and services in the regional economy:

Trade is another industry, much like construction, that reflects the economic state and population changes. Once the stores are built, they require people to manage, stock shelves, and run the cash registers. Retail/wholesale trade has shown a lot of growth and will continue to be one of the faster-growing sectors through 2006.

The growth king is, and will continue to be, the diverse services industry. In comparing 1979 with 1996, services has more than doubled employment, adding more jobs than any others. Services include a wide variety of activities including medical, legal, private schools, repair, recreation, private employment agencies, and others. The largest growth will likely be in business and professional services, including temporary employment agencies and other services aimed toward the commercial user.

As the population gets older, employment in health services will continue to grow, although increased efficiencies through improved medical techniques and new technologies will be putting some downward pressure on employment growth. Private schools, tourist lodging, amusements, and recreation make up much of the fast-growing part of "other services."

Recent data for the Salem MSA bears out this anticipated change in the region's employment make-up. The area saw a 10,400 job increase in annual average non-farm employment between 2001 and 2006. The biggest increases - construction, retail trade, and professional/business services - accounted for 69% of this increase. Again, the stores and offices are built and are then manned by service professionals.

Conversely, manufacturing only saw a 3% growth in the number of jobs. There was actually a decline in durable goods manufacturing jobs during this time period that was slightly offset by growth in the non-durable goods segment. It is also interesting to note that the number of jobs associated with information technology — many a community's panacea for development - actually <u>declined</u> during this time period.

This information was recently updated by the Oregon Employment Department. A summary of Industry Employment Forecast, 2006-2016 is found in **Table 4-3**. This material again applies to Region 3 (Marion, Polk and Yamhill counties). This Table identifies recent trends and short-range forecasts for employment in each major industry. Percentages in parenthesis "()" denote a decrease.

Table 4-3
Recent Trends and Forecasts - Major Industry Employment

Total Employment	2006 Employment	2016 Employment	2006-16 % Change
Total Nonfarm Employment	179,800	205,600	14%
Natural Resources, Mining	1,600	1,600	0%
Construction	11,300	12,900	14%
Manufacturing, Total	21,800	22,200	2%
Durable	11,900	12,200	3%
Wood Products	3,700	3,500	(5%)
Nondurable	9,900	10,000	1%
Food Manufacturing	5,600	5,700	2%
Information	1,700	1,800	6%
Transportation/Utilities	4,300	4,800	12%
Trade - Wholesale	4,700	5,200	11%
Trade-Retail	21,100	23,700	12%
Finance, Real Estate	8,700	9,700	11%
Professional & Business Services	14,500	17,300	19%
Education & Health Services	24,900	31,800	28%
Health Care	17,200	22,600	31%
eisure & Hospitality	14,900	17,800	19%
Sovernment	44,300	50,200	13%

Goods Producing vs. Service Producing Jobs

While total non-farm employment is expected to increase some 14% from 2006 to 2016, manufacturing employment will only increase some 2%. Conversely, service employment will increase by 19%, leisure industries by 19% and education and health services by 28%. Seen another way, manufacturing industries will growth on <u>one-seventh the rate</u> of overall non-farm employment and significantly trail the growth rates for service-related industries.

Summary of Regional Trends and Forecasts

This region reflects national trends of slow growth in manufacturing and high growth in services. However, there are some important differences. It was estimated that between 1996 and 2006 the regional economy grew by 20.7% compared to the nation's 14.8% and exceeded the national average in every major industry category. The biggest job growth is expected to occur in service-related industries, particularly health care. Of the several categories identified in the Industry Employment Forecast, health care led all categories with a growth rate of 31%. That is more than twice the overall growth in non-farm employment and more than *fifteen times* the growth in manufacturing.

4.3 Local Trends

The City of Donald lies along the I-5 corridor. While it has not witnessed the growth and prosperity associated with recent high-tech developments in that region, it has certainly received interest by several property owners (and firms) to establish commercial or industrial enterprises in the City. Recent population growth was likely based on the community's relatively lower housing costs, but until now has had the effect of creating more of a bedroom community rather than establishing new employment opportunities.

Local Employees

According to the Oregon Economic and Community Development Department the leading employers within the Donald area include the following:

Table 4-4 Area Employers

Employer	Product	Number of Employees
Nordic Enterprise (Hubbard)	Clothing	140
Elixir Industries (Aurora)	Manuf. Homes	56
Ulven Forging (Hubbard)	Iron & Steel	38

CITY OF DONALD Urban Growth Boundary Amendment – Employment Lands Comprehensive Plan Amendment File No. 08-01

Page 15

GK Machine (Donald)	Steel	25
Easy Punch (Hubbard)	Textiles	25

As seen above, the majority of jobs are located outside of Donald but surprisingly involve manufacturing. What is of issue here is the lack of significant <u>local</u> employment opportunities, effectively requiring citizens to seek employment elsewhere. Specific employment information provided by the 2000 Population Census identified the following leading employment sectors and occupational categories:

Table 4-5
Employment by Industry and Occupation

Industrial Group Manufacturing (durable goods)	Percentage Employment 28.9%
Retail Trade	12.0%
Agriculture/Forestry/Mining/Fishery	9.3%
Wholesale Trade	8.6%
Professional, scientific	8.2%
Educational Services	7.6%
Transportation	6.2%
Construction	4.5%
Arts, entertainment	4.1%
Information	3.8%
Other services	3.1%
Public administration	2.1%
Finance, insurance, real estate	1.7%

Occupation	Percentage Employed
Sales and office	30.6%
Managerial and professional	23.7%
Construction, maintenance	17.2%
Production, transportation, material hand	ling 16.5%
Farming, fishing, forestry	6.2%
Service occupations	5.8%

As expected, significant portion of the labor force is employed by firms which provide goods (e.g., manufacturing) which are limited in Donald. This is also the case with the occupations. A majority of the listed occupations (60.1%) involve forms of labor (sales, office, managerial) with limited opportunities in the community. Surprisingly, while farming is a major local industry, only 6.2% of the labor force is employed in that field.

Based on the 2000 Census, some 231 individuals, out of an employed labor force of 286, commute to work with a mean travel time of 21.6 minutes. Given the relatively

small size of the City, it is likely most if not all these individuals commute to jobs outside of Donald. This roughly translates into one local worker for every 4.2 who commute outside Donald.

The significance of these numbers is that the City is becoming more of a place to <u>live</u> rather than <u>work</u>. This is not surprising given its close proximity to I-5. It is also likely reflective of a lack of suitable industrial land. Unless efforts are made to attract industries that can <u>take advantage of the City's proximity</u> to I-5, Donald will move toward the status of a bedroom community instead of taking advantage of its location to promote employment opportunities.

4.4 Major Industry Forecasts and Locational Potential

As noted, according to national and regional trends and forecasts, computer-related, service, and retail and wholesale trade industries are on the rise. Though industries related to manufacturing are forecast to generally decline in the nation, they will continue to grow somewhat in the region. Locally, Donald has a fairly strong service sector (although primarily agricultural related), but is otherwise under-served in all remaining major industry categories. Even with these trends for background, it remains difficult to determine with any precision the future commercial and industrial land needs for Donald. If anything, the recent population growth has indicated the City is becoming more of a bedroom community than an economic center.

As noted earlier, the most significant growth sectors on the national level occurred in services (50.3%), state/local government (21%), retail trade (21%) and transportation, communication and utility sector (19.3%). Within the next decade, significant growth (more than 10%) will occur in education and health care, services, wholesale and retail trade, finance and real estate and government.

Regionally, trade will increase to meet population changes, requiring "people to manage, stock shelves, and run the cash registers." Retail/wholesale trade will continue to be one of the faster-growing sectors through 2016. In a similar vein, the service sector will also grow considerably. Services include a wide variety of activities such as medical, legal, repair, recreation, private employment agencies with the largest growth likely to occur in business and professional services. An aging population will increase employment in health services, the largest category identified by the Employment Department for this Region. Finally, private schools, tourist lodging, amusements, and recreation make up much of the fast-growing part of "other services."

The potential of the major industry categories identified in **Table 4-1** is reviewed below:

A. <u>Manufacturing</u> - There is a single manufacturing firm within the City (G&K Machinery) specializing in agricultural equipment. However, the proximity to I-5

- and rail service can provide excellent opportunities for the establishment of similar types of firms.
- B. <u>Mining</u> This category includes mining and quarrying. Unless new commercial discoveries are made within the vicinity, local growth is not anticipated.
- C <u>Construction</u> Construction is generally dependent on activity in other categories and therefore is not viewed as a separate category for Donald.
- D. <u>Transportation, Utilities, Communications</u> Included in this category is warehousing and distribution centers. Donald has a <u>distinct advantage</u> with its local rail line and close proximity and easy access to I-5.
- E. <u>Trade</u> During the 1988s and 1990s, the City of Salem emerged as the retail center for Marion County and the late 1990s saw the creation of significant retail space at the Woodburn interchange. The Portland Metro area continues as a strong shopping magnet. Retail expansion is therefore expected to be very limited with a greater potential to serve specific local needs. However, as the City grows there is likely a need for additional commercial zoned land.
- F. <u>Services</u> Service growth is generally related to retail growth. The state anticipates regional growth in medical, legal, repair, recreation, employment agencies, and other similar activities with the largest growth occurring in business and professional services. At this juncture, Donald is well served by Salem, and to a lesser extent, Woodburn and Portland. It will likely require significant additional population to attract *business and professional* services.
- G. Government Government will continue to play some small role through the proximity of State and County government offices located in Salem. While employment opportunities for local citizens may be available, these individuals will be required to commute. Minor growth may occur within the region, but not necessarily in Donald.

4.5 Other Sector and Employment Forecasts

In addition to the major industrial categories above, there are specific local industries as well as employment trends that are analyzed below:

A. <u>Agriculture</u> - The farm area surrounding the City includes a variety of agricultural products which can be further processed. It appears, however, the industry is consolidating, not expanding. For example, regionally, Wilco Farmers closed smaller operations in the last decade to consolidate operations in a few cities. Food processing activities also require significant quantities of water as well as

- sewage treatment which may well be beyond the current capabilities of the City's public facility capacity.
- B. Technology The current hi-tech industry boom is not likely to impact Donald in the near future. Land would need to be made available as well as significant quantities of water. In addition, the City lacks a labor pool with the necessary technical skills; new employees will likely commute, which may reduce congestion in the Metro area further north but in effect, transfers the traffic impacts to the south.
- C. <u>Healthcare</u> An aging population will increase the demand on healthcare facilities. For most communities, this will involve medical clinics, nursing homes and assisted living centers. As a community within a rural setting and generally low cost housing, Donald has certain advantages which could help attract this type of business and support staff. However, Salem as well as Woodburn and Portland currently provides the necessary medical services to meet current and future community health care needs. Health care professionals are more likely to live in Donald and commute elsewhere then see employment opportunities created locally.
- D. <u>Tourism</u> There is much potential for tourism within the Willamette Valley. Most of this activity centers on the region's wine industry but also includes the State's number one tourist attraction: the Spirit Mountain Casino.
 - Donald is also located close to Champoeg State Park and within close proximity to the State's major wine producing area. However, tourists drive either though the community on their way to Champoeg, or simply by-pass Donald and remain on I-5. In either case, its location works at a disadvantage. Unless specific attractions are developed for the community or efforts are made to provide tourist services, Donald is unlikely to generate significant interest.
- E. Other As noted, Donald contains a number of industries serving the agricultural sector. Farm ownership and farm-related industries may be consolidating. However, the expansion of existing firms may be part of that consolidation. Therefore, expansion of existing industries presents employment opportunities for the community.

Donald is in the unusual and advantageous position of proximity to two major transportation corridors: I-5 and the Portland & Western rail line. It would appear this location can offer opportunities for the community by promoting certain distinct advantages. The next Section identifies targeted industries and their site requirements.

4.6 Industry Selection

The previous sections provided a profile of the community and identified economic trends affecting the nation, region and community. In summary, high-tech and services related industries are supplanting traditional manufacturing businesses. Occupational opportunities will include the fields of computers, health care, science and research, education, and a variety of service related businesses. The region is basically following national trends but is likely to see greater overall employment opportunities due to population increases. Locally, the City's labor force is more dependent on manufacturing employment than any other segment, but the manufacturing segment is generally in the decline. Salem, as well as Woodburn and Portland, provides much of the retail and service opportunities for the residents.

Using the listing of major industry categories, employment trends, as well as local economic factors, a list of target industries needs to be identified. Based on these factors, it is suggested that the list of target industries that would locate within the City within the planning period should include the following:

- A. <u>Warehousing and Distribution</u> A distribution center can provide an opportunity for an industry with regional and statewide impact. Based on the City's proximity to I-5 and the railroad, the creation of a distribution center is entirely feasible. Further, these types of businesses are not just involved in the storage and distribution of materials or goods, but often take the guise of an assembly plant through the repackaging of raw materials or components.
- B. <u>Expansion of Existing Firms</u> Land should be provided to allow for the future expansion of existing service businesses. This can occur in existing general industrial areas and avoid their possible relocation to other communities. While there are no significant local employers (involving 100s of jobs) it does not make economic sense for the community to lose existing firms. As will be seen, this application is in part *due to local firms seeking opportunities for expansion.*
- C. <u>Trade and Services</u> The demand for retail and service businesses will increase as the population increases. This will require existing businesses to expand and provide the need for new retail areas. This will not supplant Salem (or Woodburn) as commercial centers, but will provide retail good and service opportunities directed at local residents. This category would also include professional services such as medical offices, attorneys, accountants and real estate agents. Such offices may be placed in existing commercial areas with building specifically designed for office use. As with retail, demand for these services will increase as the population increase.

4.7 Site Requirements - General

The previous section targeted industries and businesses based on trends and forecasts. In general, most activities may occur in either a general commercial zone or a general industrial classification. The following reviews the siting needs for two of the categories.

General Industrial - General industrial is a possible location for distribution businesses and the expansion of existing manufacturers. General industrial siting criteria are:

- Land should be generally flat, with slopes less than 5%, and capable of being provided with urban level sanity sewer/water services and storm drainage.
- Proximity to a railroad track, while not necessary, <u>is beneficial</u>.
- Preferably, the industrial areas should be contiguous to one another to reduce traffic between industrial areas and residential areas.
- Sites should have indirect access to an arterial or collector street and attempt to avoid the use of residential streets.
- If possible, supporting commercial uses should be allowed within the industrial area, or be in close proximity, to reduce travel distance.

General Commercial - General commercial is a possible location for retail trade, personal services and professional services, and may have limited application to distribution. Except for professional offices and clinics, it is not the preferred zone for healthcare facilities. General commercial siting criteria are:

- Access to, and visibility from, an arterial is important. Preferably, business traffic should come along a signalized collector street, perpendicular to an arterial.
- Land should be generally flat, with slopes less than 5%, and capable of being provided with urban level sanity sewer/water services and storm drainage.
- Consistent with Comprehensive Plan policies, sites should extend or be part of the City's downtown.
- If possible, the sites should be within walking distance of multiple-family developments to reduce travel distance and times.

4.8 Site Requirements - Specific Industries

The siting requirements of each identified industry category are reviewed below:

A. Warehousing and Distribution - Access to I-5 and the rail line lends itself to this type of business. The City is within a few minutes from the Interstate and a rail line runs through the center of town. Specific needs vary with firm and by product. It would appear that 25 to 50 contiguous acres (e.g., the Winco facility in Woodburn) would be the minimum necessary to accommodate this industry.

It is also important to note development of the area for warehousing and distribution could lend itself to the creation of an industrial park serving other businesses. This could attract firms from the Portland and Salem area in search of lower cost and greater quantities of land for expansion or the establishment of new firms. While this is not a "targeted industry," its potential must be recognized as part of any potential UGB expansion.

- Expansion of Existing Firms -Manufacturing requirements vary considerably. It is assumed the current locations are adequate to serve existing businesses unless the specific owners are in need of additional land for expansion. Again, this should be encouraged to avoid losing these firms to other communities. As of this juncture, two firms are interested into expanding onto land outside the UGB.
- C. <u>Trade and Services</u> The Comprehensive Plan supports a strong downtown. The downtown is well defined but contains some vacant storefronts and is characterized by smaller and difficult to develop parcels. Better utilization of the downtown buildings especially those currently used as single family homes can provide some immediate benefits, but additional land will still be required as the City population grows.

4.9 Site Considerations for Other Industries

A number of other industry categories were considered, as were local and regional industries, but were rejected as target industries. Potential land needs for these categories and industries are noted below:

- A. <u>Mining</u> As noted, unless new commercial discoveries are made within the vicinity, local growth is not expected in this category.
- B. <u>Construction</u> Construction is generally dependent on activity in other industrial categories. The region contains a number of construction firms so that additional land <u>specific</u> to this use is unnecessary.
- Government The vast majority of government jobs are located in Salem. With the exception of the local school district (North Marion), local public sector employment is expected to be very limited. The recent move into a new City Hall likely addressed governmental needs for the foreseeable future.
- D. <u>Agriculture/Food Processing</u> As noted, it appears the food processing industry is consolidating, not expanding. Since water availability and sewage treatment may be an issue, no additional land is identified for these uses.

- E. <u>Technology</u> The current hi-tech industry boom (and semi-bust) is not likely to impact Donald in the near future. While sufficient land can be made available for this type of industry, the City lacks a labor pool with the necessary technical skills and is probably too far removed from Metro's "Silicon Forest" to interact with existing firms.
- F Tourism Donald is not a destination tourist center; effectively, tourists on I-5 are on their way to other places. Special provisions for this industry are unnecessary.
- G. <u>Healthcare</u> Facilities such as nursing homes and assisted living centers are potentially allowed in the Commercial zone through interpretation. As self contained facilities, proximity to the downtown is not critical in their location. However, the creation of additional land specifically for this use is not required. Again, due to the location and extent of existing facilities elsewhere in the Valley, new opportunities are unlikely.

4.10 Existing Land Conditions

Industrial

Unlike many small communities, the City of Donald retains a significant industrial land base. The industrial land base represents a significant total of all land within the City (26.5%). There are 29.63 acres of industrial land of which 19.38 acres are developed. Of the remaining Industrial land, 6.38 acres are re-developable and 3.87 acres are vacant. Most of the industrial land is devoted to agricultural-related uses such as feed and fertilizer services, and farm machinery manufacturing. This industrial base provides not only local employment but serves the surrounding farm community.

However, it must be noted there are no vacant or redevelopable parcels exceeding 5-acres in size (see Attachment "A"). Of the six available parcels, two are between three-to-four acres, two are approximately one acre and the last two contain less than a quarter acre. Further, none of the parcels is located adjacent to existing industrial users considering expansion. Effectively, this limits potential uses and certainly will not provide sufficient land for identified target industries. Therefore, the current inventory of 29.63 acres, including the inventory of available vacant or redevelopable land, will not provide sufficient land to meet expected demand based on identified target industries, including expansion of existing firms.

Commercial

The City contains approximately 8.61 acres of commercially zoned land. Existing Commercial zoned land is concentrated along Main Street and provides limited services to local residents. There are no banks, gas stations or full-service grocery stores within the City. Gas is available at the I-5 interchange, approximately one mile to the east while groceries, banking, major retail and professional services may be found in Woodburn and Wilsonville, both approximately 10 miles from Donald.

Due to the size, location and lack of available land, the City does not envision the creation of "big-box" retailers to meet commercial needs of the community but expects to continue to rely on neighboring communities to provide the bulk of retail services.

Of the 8.61 acres, a total of 1.00 acre is considered redevelopable land. *This consists* of seven parcels each containing a single family home. No one parcel exceeds 0.19 acres in size. While there are only 0.43 acres of vacant commercial land, the *largest of the three vacant parcels* only contains 0.20 acres.

ORS 660-024-0040(8)(b) allows a local government containing less than 10,000 population to " assume the retail and service commercial land needs will grow in direct proportion to the forecasted urban area population growth over the 20-year planning period." However, this section does not identify whether the growth should be proportional to existing <u>developed</u> commercial properties or to existing <u>commercially-zoned</u> land. For this reason, an acreage range may be more appropriate.

The current 2007 population of 995 (Portland State University estimate) represents one Commercial-zoned acre for every 116 people while the *developed land ratio* is one acre per 139 people. Assuming these ratios are maintained (reflecting local retail demand), a range of 11.42 to 13.69 acres of Commercial zoned land will be necessary to meet the estimated 2028 population of 1,588. This will require an additional 2.81 acres to 5.08 acres of commercial land.

The City is proposing the addition of 1.67 acres, which addresses part of the expected demand. It must be noted there is an approximate two-acre Industrial-zoned site (T4S; R1W; Sec. 17BC; TL 300, 301, 302) where an approved Measure 37 claim allows commercial uses on the property. While the proposed UGB expansion falls short of the identified range of land needs, this specific Industrial site can provide additional acreage to meet expected demand.

4.11 Summary

The background inventory and analysis offers the following general conclusions:

- A. The largest *employment* category (28.9%) for Donald residents is the manufacturing sector followed by retail trade (12.0%) and resources at 9.3%
- B Most of the local work force is employed in the sales and office related jobs. Overall, unskilled and semi-skilled jobs dominate *local* employment.
- C. The employment pattern and average commuting time indicate a majority of the employment opportunities are found in the Portland and Salem metropolitan areas or neighboring communities.
- D. It is estimated approximately 4.2 workers are employed elsewhere for every one employed within the City of Donald.
- E. Significant commercial businesses, such as a gas station, bank, major grocery store or medical services, are not available within the City. However, the City recognizes the small population and available services in neighboring communities will likely limit commercial growth in these areas.
- F. Donald anticipates additional external demand for industrial land due to its proximity to I-5 and the existing rail services.
- G The analysis indicates proposed targeted industries involve warehousing and distribution, improvements in local commercial opportunities and expansion of existing industrial type facilities. The analysis indicated the amount of vacant or redevelopable land available is insufficient to meet demand, is not properly located and does not provide suitably large parcels to meet expected needs.

As a final note, local job growth has a number of benefits beyond the mere job creation. If the firms can capture local employment, there is the potential to reduce traffic impacts associated with commuting. Local development improves the City's tax base and permits either rate reductions to meet current service needs or new revenue to meet program demands. Finally, there are "qualitative" community benefits: residents who live and work in the City are more likely to participate in community affairs.

The next sections provide findings to amend the City's Comprehensive Plan Map to expand the UGB and are the basis for the City's application with Marion County. There are two separate requests in this action involving proposed Industrial and Commercial land. Each request will be addressed separately based on the proposed designation.

5.0 Urban Growth Boundary Amendment - Industrial

5.1 Background

- A. The subject area totals 38.70 acres and is composed of three separate parcels. Soils information is included in Attachment "A." It must be noted the soil maps only approximate the area of the subject Parcels. For this reason, there may be a discrepancy between the soil map and Assessor map regarding parcel size.
 - 1. Parcel 1 This parcel is located on the north side of the City on the east side of Butteville Road. It contains 26.96 acres and is and is located within Township 4 South; Range 1 West; Section 17; Tax Lot 1000. The property is composed of 80.9% Woodburn silt loam (WuA) soils with the remainder Amity silt loam (Am 12.2%) and Concord silt loam (Co 6.9%). Both Woodburn and Amity are considered Class II soils while Concord is Class III.
 - 2. Parcel 2 This would extend property located along the west side of Matthieu Street southward to provide additional storage capacity for an existing propane distribution company. The property contains 6.9 acres and is located within Township 4 South; Range 1 West; Section 17C; Tax Lot 1200. The property is composed of 78.0% Pits (PITS) soils with the remainder Woodburn silt loam (WuA 213.2%) and Dayton silt loam (Da 0.8%). "Pits" is considered Class VIII while both Woodburn and Dayton are considered Class II soils.
 - 3. Parcel 3 This parcel is located on the south side of Main Street, adjacent to the G&K Machine site. The parcel contains 4.84 acres and is located within Township 4 South, Range 1 West; Section 17CB; Tax Lot 7300. The western parking lot for the firm is located adjacent to this site and its inclusion will allow further expansion of the facility. The property is composed of 97.2% Woodburn silt loam (WuA) soils with the remainder Concord silt loam (Co 2.8%). Woodburn is a Class II soils while Concord is Class III.
- B. All parcels are vacant and cultivated or left in a natural state. No parcel is located within the identified 100-year flood plain nor contains other identified hazards such as steep slopes. There are no public facilities to the parcels of land, although these services can be extended and access to a public street is available in all cases. The parcels are served by the Aurora Rural Fire Protection District.

- C. All three Parcels are zoned Exclusive Farm Use (EFU) by Marion County. Industrial land is located to the south of Parcel 1, to the north and east of Parcel 2, and the east of Parcel 3. These industrial lands currently contain active users. Also, RM zone land is located to the southeast of Parcel 3.
- D. Based on the evidence generated from the original buildable land inventory and subsequent analysis, there is insufficient land within the existing City limits (i.e., the UGB) to meet the potential and anticipated industrial demands of the community. To address these concerns, the City wishes to provide additional land for existing firms and targeting a specific set of industries to take advantage of the City's location.
- E. The proposal would amend the City of Donald Comprehensive Plan Map to include the three parcels within the City's Urban Growth Boundary. New uses especially warehousing or trucking facilities are possible with Parcel 1. Business expansions are possible with Parcel 2 for a propane dealership and Parcel 3 for an existing manufacturing firm (G&K Machine). The proposal would also establish the "Industrial" Plan designation on the land. There is no concurrent request for an annexation, zone change or development.

5.2 Findings - UGB Amendment

- A. Criteria to be addressed in the UGB amendment are found in the *Donald Urban Area Growth Management Agreement*, the Statewide Land Use Planning Goals, applicable State Statutes (ORS) and Administrative Rules (OAR) as well as the Donald and Marion County Comprehensive Plans. Each item is reviewed in the following sections.
- B. Donald Urban Area Growth Management Agreement

The adopted Urban Growth Management Agreement establishes requirements and methods for amending the City's Urban Growth Boundary. Amending the UGB is treated as a map amendment to both the City and County Comprehensive Plan maps. Specific decision criteria are found in Section VI.(1). The criteria and findings are as follows:

1.a. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals.

FINDINGS: The completed Buildable Land Inventory was developed consistent with the requirements in ORS 197.296 in 1998-99 and updated for the purpose of this application in 2008. Results of the analysis identified a need to create additional industrial designated land. While

specific acreage was suggested, the parcels correspond to the City's intent to provide additional land for existing firms <u>and</u> provide new land for potential target industries.

1.b. Need for housing, employment opportunities and livability.

FINDINGS: As part of the original Buildable Land Inventory analysis, there appears to be a reasonable amount of housing available and the City possess a compact livable urban form. However, the City is concerned with the lack of local employment opportunities. New opportunities will allow residents to be employed locally and assist in Donald's economy with a corresponding reduction in external traffic impacts from commuting. Therefore, this request addresses the identified need for employment and its associated benefits on housing and livability.

1.c. Orderly and economic provision for public facilities and services.

FINDINGS: These parcels are located adjacent to the City limits. Services can be readily extended to each of the parcels and no immediate capacity issues were identified by City Public Works Department. Therefore, this action will ensure the orderly and economic provision for public facilities and services.

1.d. Maximum efficiency of land uses within and on the fringe of the existing urban area.

FINDINGS. The Inventory analysis clearly showed that there was a lack of industrial land to permit expansion for existing business as well as to allow for new firms consistent with targeted industries. Further, based on the analysis it is recognized existing vacant and redevlopable land cannot meet this need and this can only be accomplished through the expansion of the UGB. There is no proposal at this time to annex and develop the property. However, these lands are located adjacent to the City limits, serviceable and will be available to meet identified future needs.

1.e. Environmental, energy, economic and social consequences.

FINDINGS: Environmental quality will not be degraded. To maintain air, water and land quality, all new development must connect to public sewer, water and storm services. The action is generally neutral to energy efficiency. However, all new construction will be required to comply with adopted energy efficiency standards. There are economic benefits to the community. These include construction-related employment in additional

to the continual employment potential once new businesses are established or existing ones expanded. Socially, the City is obligated to provide for employment opportunities. This strengthens the community with jobs, taxes and a commitment by residents to participate in local government. The UGB amendment will ensure these important objectives are met.

1.f. Retention of agricultural lands as defined, with Class I being the highest priority and Class VI the lowest priority.

FINDINGS: An examination of the "Soil Survey of the Marion County Area, Oregon" and associated maps clearly indicates nearly all alternative land choices involved property with Class II or Class III soils. Land with Class III or IV soils are within close proximity of the City, but not adjacent to the current City limits/UGB, and therefore cannot be considered. In other words, for the purposes of any UGB expansion, there is little choice but to incorporate higher Class soils. Facing this dilemma, the City selected those lands that are serviceable, contain sufficient access and meet identified industrial objectives as stated in the analysis. Further, the City attempted to minimize this impact by focusing on land that accommodates existing firms located within the current city limits.

Alternatives analysis, including soil survey information, will be discussed when specifics of OAR 660-024 are addressed.

1.g. Compatibility of the proposed urban uses with nearby agricultural activities.

FINDINGS. The City recognizes that with few exceptions, Donald is located within an area of significant agricultural production. Expansion of the City limits will likely have similar impacts regardless which direction the City expands. It is anticipated that the industrial designation will not create traffic impacts or uses (as compared to residential activities) thereby somewhat mitigating impacts on these adjacent farm lands.

C. OAR 660-024

These Administrative Rules clarify Goal 14 procedures and requirements related to the adoption of, or an amendment to, urban growth boundaries (UGB). The following will address specific issues related to the proposed expansion for the industrially related lands. For clarity, only those provisions *applicable* to the request are included.

- 1. OAR 660-024-000. This Section addresses applicability. For the record, these newly amended provisions apply to this request as the City did not provide notice under the prior rules nor is currently subject to a periodic review work order.
- 2. OAR 660-024 -0020 notes all statewide goals and related administrative rules are applicable when establishing or amending a UGB, except as follows [OAR 660-024-0020(1)]:
 - (a) The exceptions process in Goal 2 and OAR 660, division 4, is not applicable unless a local government chooses to take an exception to a particular goal requirement, for example, as provided in OAR 660-004-0010(1);
 - (b) Goals 3 and 4 are not applicable;
 - (c) Goal 5 and related rules under OAR 660, division 23, apply only in areas added to the UGB, except as required under OAR 660-023-0070 and 660-023-0250;
 - (d) The transportation planning rule requirements under OAR 660-012-0060 need not be applied to a UGB amendment if the land added to the UGB is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the boundary 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;
 - (e) Goal 15 is not applicable to land added to the UGB unless the land is within the Willamette River Greenway Boundary;
 - (f) Goals 16 to 18 are not applicable to land added to the UGB unless the land is within a coastal shorelands boundary;
 - (g) Goal 19 is not applicable to a UGB amendment.

FINDINGS. Compliance with these provisions is noted as follows:

a. Goal 1: Citizen Involvement - "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

FINDINGS: The City and County entered into an Urban Growth Management Agreement which specifically addresses the issue of an urban growth boundary expansion. Consistent with the guidelines contained in this agreement, the City conducts hearings before both the Planning Commission and City Council to review the request. The decision of the City Council is final and the decision is forwarded to Marion County for their review and

decision. All hearings will be noticed, open to the public and provide an opportunity for public input in all phases of the planning process.

b. Goal 2: Land Use Planning - "To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an accurate factual base for such decisions and actions."

FINDINGS: OAR 660-024-0020(1)(a) specifically states the exception process is not applicable unless a local government chooses to take an exception to a specific goal requirement. For the record, the proposal does not involve exceptions to other Goals.

c. <u>Goal 3: Agricultural Lands</u> - "To preserve and maintain agricultural lands."

FINDINGS: OAR 660-024-0020(1)(b) specifically states Goal 3 is not applicable.

d. Goal 4: Forest Lands – "To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices and assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water and fish and wildlife resources and provide for recreational opportunities and agriculture."

FINDINGS: OAR 660-024-0020(1)(b) specifically states Goal 4 is not applicable.

e. Goal 5: <u>Open Spaces, Scenic and Historic Areas, and Natural Resources</u> – "To protect natural resources and conserve scenic and historic areas and open space."

FINDINGS: The subject land does not contain identified open space, scenic or historic resources nor are sites containing these resources located on adjacent lands or within the immediate area.

f. Goal 6: Air, Water and Land Resource Quality - "To maintain and improve the quality of air, water and land resources in the state."

FINDINGS: When developed, the industrial uses will connect to public sewer, water and storm systems, thereby minimizing impact on air, water and land resource quality.

g. <u>Goal 7: Areas Subject to Natural Disasters and Hazards</u> - "To protect people and property from natural hazards."

FINDINGS: The parcels are not located within an identified natural disaster or hazard area.

h. Goal 8: Recreational Needs – "To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts."

FINDINGS: Land identified for recreational activities are not included in the UGB amendment nor are they identified recreational land within the vicinity that could be conceivably impacted by this action.

i. Goal 9: Economic Development - "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens."

FINDINGS: This is the key benefit of the proposed UGB expansion and provides a number of economic benefits. Besides providing employment, jobs will also be created to construct the necessary facilities and roads as well as houses necessary to support a local workforce. In addition, the increased workforce and population will provide a greater market for the City's downtown.

j. <u>Goal 10: Housing</u> – "To provide for the housing needs of the citizens of the state."

FINDINGS: This action will increase local housing demand but does not promote nor prohibit the creation of needed housing.

k. Goal 11: Public Facilities and Service - "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

FINDINGS: The parcels are readily serviceable and can be

integrated within the current public facility system. These lands may therefore be serviced in an orderly and efficient manner consistent with existing public service lines and facilities.

I. <u>Goal 12: Transportation</u> - "To provide and encourage a safe, convenient and economic transportation system."

FINDINGS: Similar to Goal 11, every effort was made to ensure the expansion would successfully integrate within the existing street system. The parcels either front along major streets or will have access as part of anticipated improvements. In no case are the parcels land-locked or unable to obtain necessary access.

- m. <u>Goal 13: Energy Conservation</u> This action neither promotes nor precludes energy conservation. Generally, all new development must comply with adopted state energy efficiency standards.
- n. <u>Goal 14: Urbanization</u> "To provide for an orderly and efficient transition from rural to urban land use."

Urban growth boundaries shall be established to identify and separate urbanizable land from rural land. Establishment and change of boundaries shall be based upon considerations of the following factors:

 Demonstrated need to accommodate long range urban population growth requirements consistent with LCDC goals;

(2) Need for housing, employment opportunities;

- (3) Orderly and economic provision for public facilities and services;
- (4) Maximum efficiency of land uses within and on the fringe of the existing urban area,
- (5) Environmental, energy, economic and social consequences;
- (6) Retention of agricultural lands as defined, with Class I being the highest priority and Class VI the lowest priority; and,
- (7) Compatibility of the proposed urban uses with nearby agricultural activities.

FINDINGS: The Goal 14 factors were previously addressed under the Urban Growth Management Agreement in item B., above.

The City completed a Buildable Land Inventory consistent with the requirements in ORS 197.296 and provided updated material

consistent with the intent of this report. As part of the Buildable Land Inventory analysis, the City determined more industrial land was needed to address identified deficiencies. This land will be designated exclusively for industrial purposes and clearly addresses the need for employment opportunities as well as implementing the economic opportunity analysis in Section 4.

Environmental quality will not be degraded. To maintain air, water and land quality, all new development must connect to public sewer, water and storm services. All new construction will be required to comply with adopted energy efficiency standards. There are economic benefits to the community, including employment, construction-related jobs as well as an increased market for local goods and services. Socially, the City is obligated to provide for employment opportunities. This strengthens the community with jobs, taxes and a commitment by residents to participate in local government. The UGB amendment will ensure these important objectives are met. Finally, these lands are serviceable, ensure the orderly and economic provision for public facilities and services.

The Soil Survey indicates that, except for land containing the drainage ways and creeks, land adjacent to the City limits — and reviewed as part of the analysis - is dominated by Class II soils. For the purposes of the UGB expansion, there remains little choice but to incorporate higher Class soils. Therefore, expansion of the City limits will likely have similar impacts regardless which direction the City expands. Facing this dilemma, the City selected those lands that are serviceable and contain sufficient access as well as addressed specific site requirements for targeted industries. Based on input from affected agencies, potential traffic impacts can be mitigated.

o. Goal 15: Willamette River Greenway; Goal 16: Estuarine Resource; Goal 17: Coastal Shorelands; Goal 18: Beaches and Dunes; Goal 19: Ocean.

FINDINGS: The proposed amendment does not involve land within the Willamette Greenway, or, identified estuarine, shoreland, beach or ocean areas.

Under OAR 660-24-0020(2) the UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. The appropriate maps are included as Attachment "A."

3. 660-024-0030. The County (and effectively the City) is required to establish a 20-year population forecast consistent with statutory requirements for such forecasts under ORS 195.025 and 195.036.

FINDINGS: Such a coordinate population was established by Marion County and established a 20-year forecast of 1,050 for the City by the year 2020. As this number is not current, Subsection (3) provides a "safe harbor" for establishing a new 20-year projection. This was addressed in Section 2.0 of this document and established a new population estimate of **1,588** for the year 2028.

4. OAR 660-024-0040(1) states the UGB must be based on the adopted 20-year population forecast for the urban area described in OAR 660-024-0030, and must provide for needed housing, employment and other urban uses such as public facilities, streets and roads, schools, parks and open space over the 20-year planning period consistent with the land need requirements of Goal 14 and this rule. The 20-year need determinations are estimates which, although based on the best available information and methodologies, should not be held to an unreasonably high level of precision.

FINDINGS: The subject analysis addresses the employment land needs (in this case, specifically industrial land needs) for a 20-year population projection.

5. OAR 660-024-0040(3) allows a local government may review and amend the UGB in consideration of one category of land need (for example, housing need) without a simultaneous review and amendment in consideration of other categories of land need (for example, employment need).

FINDINGS: As noted, the subject analysis addresses the employment land needs (in this case, specifically industrial land needs) for a 20-year population projection. This action therefore addresses a single land need.

6. OAR 660-024-0040(5) states the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with OAR 660-009-0025. Employment land need may be based on an

estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth.

FINDINGS: Provisions in OAR 660-009 are reviewed below:

660-009-0005 Definitions

This Section provides definitions for OAR 660-009 and does not establish specific decision criteria.

660-009-0010 Application

The effect of this action is to expand the Urban Growth Boundary. This request does not involve a change in the Plan designation of zoning of land within the UGB nor is this request part of a periodic review work task.

660-009-0015 Economic Opportunities Analysis

Cities and counties must review and, as necessary, amend their comprehensive plans to provide economic opportunities analyses containing the information described in sections (1) to (4) of this rule. This analysis will compare the demand for land for industrial and other employment uses to the existing supply of such land.

(1) Review of National, State, Regional, County and Local Trends. The economic opportunities analysis must identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand in the planning area based on information about national, state, regional, county or local trends. This review of trends is the principal basis for estimating future industrial and other employment uses as described in section (4) of this rule. A use or category of use could reasonably be expected to expand or locate in the planning area if the area possesses the appropriate locational factors for the use or category of use. Cities and counties are strongly encouraged to analyze trends and establish employment projections in a geographic area larger than the planning area and to determine the percentage of employment growth reasonably expected to be captured for the planning area based on the assessment of community economic development potential pursuant to section (4) of this rule.

FINDINGS: The City completed its review of applicable economic trends, the results of which are contained in Section 4 of this document. The information identified two major components for expansion; the need to provide land for a target industry (warehousing and distribution) and the need to allow expansion of existing industrial users.

(2) Identification of Required Site Types. The economic opportunities analysis must identify the number of sites by type reasonably expected to be needed to accommodate the expected employment growth based on the site characteristics typical of expected uses. Cities and counties are encouraged to examine existing firms in the planning area to identify the types of sites that may be needed for expansion. Industrial or other employment uses with compatible site characteristics may be grouped together into common site categories.

FINDINGS: The City identified target industries and the necessary site characteristics, including anticipated acreage requirements.

- (3) Inventory of Industrial and Other Employment Lands. Comprehensive plans for all areas within urban growth boundaries must include an inventory of vacant and developed lands within the planning area designated for industrial or other employment use.
- (a) For sites inventoried under this section, plans must provide the following information (applicable provisions):
- (A) The description, including site characteristics, of vacant or developed sites within each plan or zoning district;
- (B) A description of any development constraints or infrastructure needs that affect the buildable area of sites in the inventory; and
- (b) When comparing current land supply to the projected demand, cities and counties may inventory contiguous lots or parcels together that are within a discrete plan or zoning district.
- (c) Cities and counties that adopt objectives or policies providing for prime industrial land pursuant to OAR 660-009-0020(6) and 660-009-0025(8) must identify and inventory any vacant or developed prime industrial land according to section 3(a) of this rule.

FINDINGS: The City completed the inventory of existing industrial and commercial land within the Urban Growth Boundary. The results of the survey are contained in Appendix "A." The conclusions of this analysis are contained in Section 4. In summary, the City does not have adequate amounts of industrial lands to meet anticipated needs. The analysis determined available vacant and redevelopable land will not meet the identified needs of the community both in terms of location to serve existing businesses and size to meet identified target industries. Therefore, based on the economic opportunities analysis, the City

concluded expanding the UGB is necessary to allow for the expansion of existing industries, <u>and</u>, to permit the establishment of industries suitable to the community's economic advantage.

- (4) Assessment of Community Economic Development Potential. The economic opportunities analysis must estimate the types and amounts of industrial and other employment uses likely to occur in the planning area. The estimate must be based on information generated in response to sections (1) to (3) of this rule and must consider the planning area's economic advantages and disadvantages. Relevant economic advantages and disadvantages to be considered may include but are not limited to:
- (a) Location, size and buying power of markets,
- (b) Availability of transportation facilities for access and freight mobility;
- (c) Public facilities and public services;
- (d) Labor market factors;
- (e) Access to suppliers and utilities;
- (f) Necessary support services,
- (g) Limits on development due to federal and state environmental protection laws, and
- (h) Educational and technical training programs.
- (5) Cities and counties are strongly encouraged to assess community economic development potential through a visioning or some other public input based process in conjunction with state agencies. Cities and counties are strongly encouraged to use the assessment of community economic development potential to form the community economic development objectives pursuant to OAR 660-009-0020(1)(a).

FINDINGS: The conclusions of the analysis are contained in Section 4. Given the City's location, work force capabilities, public facility service capability and specific advantages as to location it was determined expanding existing firms and allowing for new warehousing and distribution firms provide the best economic development opportunity for the community. These advantages do not appear as readily available in other area communities, although this analysis by itself does not dismiss the possibility of competition in other communities.

The single significant issue to emerge was potential traffic impacts at the Fargo Interchange (Donald-Aurora) on I-5. The Oregon Department of Transportation was made aware of the request and did not formally object

to the UGB amendment. Marion County Public Works expressed concerns regarding traffic impact. In a letter dated October 3, 2007 (Appendix C) they identified specific traffic mitigation measures that will be required when development occurs. They believe these measures are adequate to address the potential traffic as determined by a traffic impact analysis conducted by Group MacKenzie (Appendix D).

Therefore, on balance and after considering the land needs analysis, potential impacts and input from affected agencies, the City determined that the proposed industrial UGB amendment complies with the provisions in this section.

660-009-0020 Industrial and Other Employment Development Policies (Applicable provisions)

- (1) Comprehensive plans subject to this division must include policies stating the economic development objectives for the planning area. These policies must be based on the community economic opportunities analysis prepared pursuant to OAR 660-009-0015 and must provide the following:
- (a) Community Economic Development Objectives. The plan must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Policy objectives may identify the level of short-term supply of land the planning area needs. Cities and counties are strongly encouraged to select a competitive short-term supply of land as a policy objective.
- (c) Commitment to Provide Adequate Sites and Facilities. The plan must include policies committing the city or county to designate an adequate number of sites of suitable sizes, types and locations. The plan must also include policies, through public facilities planning and transportation system planning, to provide necessary public facilities and transportation facilities for the planning area.

FINDINGS: In September of 2005, the Donald City Council amended the <u>Donald Comprehensive Plan</u> by adding the following new language to the <u>Industrial Land Use Policy</u>:

"Recognizing the importance of job creation and improvement of the local tax base, it is the policy of the City to ensure there is an adequate supply of land for existing and potential industrial users. This policy fully recognizes the City must not only meet current demand for such lands but support necessary amendments to the Urban Growth Boundary to continually provide new development opportunities."

This policy was general to some degree as a specific lands analysis for the UGB amendment had yet to be finalized. However, the policy is clear in that the City wants to maintain an adequate supply of land <u>and</u> is committed to support amendments providing new development opportunities. These opportunities were identified in the analysis in Section 4., and effectively emerge as a result of this UGB expansion. Finally, as previously noted, public facilities, including transportation facilities, can be provided or impacts successfully mitigated effectively implementing existing Plan policies.

660-009-0025 Designation of Lands for Industrial and Other Employment Uses

Cities and counties must adopt measures adequate to implement policies adopted pursuant to OAR 660-009-0020. Appropriate implementing measures include amendments to plan and zone map designations, land use regulations, public facility plans, and transportation system plans.

(1) Identification of Needed Sites. The plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies. Plans do not need to provide a different type of site for each industrial or other employment use. Compatible uses with similar site characteristics may be combined into broad site categories. Several broad site categories will provide for industrial and other employment uses likely to occur in most planning areas. Cities and counties may also designate mixed-use zones to meet multiple needs in a given location.

FINDINGS: The analysis in Section 4 addresses these concerns. Specific industries were targeted, land needs identified, and based on alternatives the specific sites were selected. When annexed and zoned, these lands will effectively implement the City's Comprehensive Plan.

(2) Total Land Supply. Plans must designate serviceable land suitable to meet the site needs identified in section (1) of this rule. Except as provided for in section (5) of this rule, the total acreage of land designated must at least equal the total projected land needs for each industrial or other employment use category identified in the plan during the 20-year planning period.

FINDINGS: The City's current <u>coordinated population projection</u> does not extend beyond 2020. However, pursuant to provisions in OAR 660-024, a new 20-year population estimate for the year 2028 was established and

the subsequent economic opportunities analysis was designed to incorporate the new estimate. The City recognizes that if these lands are fully developed within that time period the City will be obligated to return with additional UGB amendments to address industrial land needs. The City also recognizes the population estimate was specifically designed to address this proposed UGB "employment" amendment and that subsequent revisions may be necessary as part of Marion County's population coordination project.

(3) Short-Term Supply of Land. Plans for cities and counties within a Metropolitan Planning Organization or cities and counties that adopt policies relating to the short-term supply of land must designate suitable land to respond to economic development opportunities as they arise. Cities and counties may maintain the short-term supply of land according to the strategies adopted pursuant to OAR 660-009-0020(2).

FINDINGS: This Section does not apply as Donald is not located within a Metropolitan Planning Organization nor has it adopted short term supply strategies as part of its Comprehensive Plan policies.

However, OAR 660-24-0040(5) states the following:

Except for a metropolitan service district described in ORS 197.015(14), the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with OAR 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth.

Again, Donald has not adopted a short-term policy or strategy for industrial land supply. It must be noted however, that upon adoption of this request, the City will contain some 50-acres of vacant or redevelopable land within the UGB. With this addition, some 64% of this land will be readily (if not immediately) available for development. Therefore, while a specific plan is not n place, the immediate and short term needs of the community will be met through this amendment.

(4) If cities and counties are required to prepare a public facility plan or transportation system plan by OAR chapter 660, division 011 or division 012, the city or county must complete subsections (a) to (c) of this section at the time of periodic review. Requirements of this rule apply only to city

and county decisions made at the time of periodic review. Subsequent implementation of or amendments to the comprehensive plan or the public facility plan that change the supply of serviceable land are not subject to the requirements of this section. Cities and counties must:

FINDINGS: This Section does not apply as Donald is not under a periodic review order.

660-009-0030 Multi-Jurisdiction Coordination

- (1) Cities and counties are strongly encouraged to coordinate when implementing OAR 660-009-0015 to 660-009-0025.
- (2) Jurisdictions that coordinate under this rule may:
- (a) Conduct a single coordinated economic opportunities analysis, and
- (b) Designate lands among the coordinating jurisdictions in a mutually agreed proportion.

FINDINGS: These provisions do not apply to the request.

D. OAR 660-02400040(8) allows the use of safe harbors in determining employment needs.

FINDINGS: Employment needs was based on an economic opportunities analysis in Section 4. With the exception of retail and service requirements (see Section 6) a "safe harbor" approach was not used.

E. 660-024-0050(1) states that 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 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(3).

FINDINGS: Such an analysis was conducted in Section 4. It determined that the existing vacant or redevelopable land was inadequate in both size (the largest single, vacant parcel at 3.18 acres) and location to address the requirements of a 25 to 50-acre parcel needed for the identified targeted industry. Therefore a UGB amendment was necessary. Further, it was also determined a UGB expansion was necessary to ensure adequate additional land for existing businesses, also a targeted industry.

F. 660-024-0050(4) states that 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. Changes to the UGB must be determined by evaluating alternative boundary locations consistent with OAR 660-024-0060.

FINDINGS: An inventory of available parcels made it clear that a 25 to 50-acre parcel was not available nor could be consolidated to meet the identified need. Further, there is no alternative for re-designating such lands (e.g., Residential to Industrial) in sufficient quantities to meet the identified needs. While not part of this analysis, there are slightly more than five-acres of vacant residential land available in the City and said land is not readily consolidated. Its inclusion would eliminate land for future residential uses, thereby necessitating a UGB amendment to address residential requirements. In summary, the land requirements of specific targeted industries cannot be met either partially or fully within the existing UGB. Therefore, it was determined the only suitable alternative was to expand the UGB.

Regarding the existing firms seeking expansion, there is no suitable alternative to obtaining land adjacent to the existing property. In the case of Parcel 2, the property is adjacent to the existing propane business and will be used to provide additional storage of propane tanks. No other adjacent land is available to provide for the necessary expansion. For Parcel 3, the County recognizes the subject G&K Machine property as committed to industrial development. This amendment merely-brings existing industrial land into the City's UGB for eventual annexation. Therefore, in both cases, the only possible option to provide for business expansion was to include land located outside the existing UGB.

G. 660-024-0050(5) notes that 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. 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 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 until the land is rezoned for the planned urban uses. The requirements of ORS 197.296 regarding planning and zoning also apply when local governments specified in that statute add land to the UGB.

FINDINGS: Elsewhere in this Section, findings will be created to establish the "Industrial" Plan designation on all property brought into the UGB.

- H. 660-024-0060(1) states that when considering a UGB amendment, a local government must determine which land to add by evaluating alternative boundary locations. This determination must be consistent with the priority of land specified in ORS 197.298 and the boundary location factors of Goal 14, as follows:
 - (a) Beginning with the highest priority of land available, a local government must determine which land in that priority is suitable to accommodate the need deficiency determined under 660-024-0050.
 - (b) If the amount of suitable land in the first priority category exceeds the amount necessary to satisfy the need deficiency, a local government must apply the location factors of Goal 14 to choose which land in that priority to include in the UGB.
 - (c) If the amount of suitable land in the first priority category is not adequate to satisfy the identified need deficiency, a local government must determine which land in the next priority is suitable to accommodate the remaining need, and proceed using the same method specified in subsections (a) and (b) of this section until the land need is accommodated.
 - (d) Notwithstanding subsection (a) through (c) of this section, a local government may consider land of lower priority as specified in ORS 197.298(3).
 - (e) For purposes of this rule, the determination of suitable land to accommodate land needs must include consideration of any suitability characteristics specified under section (5) of this rule, as well as other provisions of law applicable in determining whether land is buildable or suitable.

FINDINGS: The following addresses the above criteria:

- (a) The highest priority is for lands located within a designated urban reserve. Such a reserve has not been established and therefore does not apply.
- (b) The second priority is for lands located adjacent to the UGB and are identified as exception or non-resource lands. This option is not available to the City all adjacent land is zoned for resource (farm) use.
- (c) The next category is for marginal lands. Again, as all adjacent land is zoned for resource use, this option is not available to the City.
- (d) In reviewing ORS 197.298(3) the following is noted:

197.298(3) Land of lower priority under subsection (1) of this section may be included in an urban growth boundary if land of higher priority is found to be inadequate to accommodate the amount of land estimated in

subsection (1) of this section for one or more of the following reasons:

- (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;
- (b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or
- (c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

This is, in effect, a two-part request. The first part addresses the provisions for 25-50 acres of land to meet the needs of a targeted industry (warehousing and distribution); the second addresses the need to provide land for allowing the expansion of existing firms.

To recap, a number of parameters were established in determining the requirements for the 25-50 acres for the target warehousing and distribution industry. Given the potential for truck traffic, preferences were given to land located adjacent to existing industrial land, a location that would not direct truck traffic through residential areas, and land where public facilities (primarily sewer and water) could be extended or integrated into the development of the property. Although not required, access to a rail line was certainly considered beneficial.

A number of alternative sites were considered. Many adjacent properties (essentially tax lots) are more than 100-acres in size thereby exceeding the identified employment needs of the community. It is assumed portions of these properties can be included. Each site is reviewed below:

<u>Site #1</u>. T4S; R1W; Sec. 17; TL 100 – The area under consideration contains approximately 60 acres and is a portion of a significantly larger parcel. The property is located along Donald Road, adjacent to the City limits and R-7 zoned property. The Site is composed of 83.8% Woodburn silt loam (WuA) soils with the remainder Amity silt loam (Am -9.7%), Dayton silt loam (Da -4.5%) and Concord silt loam (Co -2.0%). The Woodburn, Amity and Dayton soils are considered Class II soils while Concord is a Class III soil.

Part of the property is located adjacent to the railroad tracks. However, the UGB expansion would require considerably more than 25-50 acres of land to take in any portion of the property next to the tracks — hence the inclusion of a 60-acre site. This may not be feasible or supportable at this

time. Further, due to its location on the City's east side, truck traffic will pass through residential areas and the City's downtown to reach the Site.

<u>Site #2</u>: T4S, R1W; Sec. 17; TL 2600 - The parcel contains 132 acres of which only the northerly portion adjacent to Donald Road would be considered for inclusion. The property is located adjacent to the City limits and R-7 zoned property. The Site is composed of 74.3% Woodburn silt loam (WuA) soils with the remainder Dayton silt loam (Da - 11.1%) Amity silt loam (Am - 7.4%), and Concord silt loam (Co - 7.1%). The Woodburn, Amity and Dayton soils are considered Class II soils while Concord is a Class III soil. As with Site #1, the property fronts on Donald Road thereby creating similar traffic concerns. However, unlike the potential of Site #1, there is no rail access to this property.

Site #3: T4S; R1W; Sec. 17C; TL 1300 and TL 1400 - This Site is located along the east side of Butteville Road, on the south side of the City. Adjacent land is zoned R-7. Tax Lot 1400 is located adjacent to the City limits while Tax 1300 is located directly south. The 28.8 acre Site includes all of Tax Lot 1400 and a portion of tax Lot 1300. The Site is composed of 85.2% Woodburn silt loam (WuA) soils with the remainder Dayton silt loam (Da – 14.8%). Both are considered Class II soils. The property is located along the railroad. However, its location directs truck traffic through the city's main intersection (Butteville Road and Main Street) as well as an adjacent residential area.

<u>Site #4</u>: T4S, R1W; Sec. 18; TL 201 - This Site contains 53.8 acres and is located along the west side of Butteville Road, on the southwest side of the City. Adjacent land is zoned R-7. No one particular portion of the site was considered. The Site is composed of 80.8% Woodburn silt loam (WuA) soils with the remainder Woodburn silt loam (WuC = 12.5%), Amity silt loam (Am -6.1%) and Dayton silt loam (Da -0.8%). All these are Class II soils. As with Site #3, its location directs truck traffic through the main intersection as well as a residential area. However, the Site is not served by rail.

<u>Site #5</u>: T4S; R1W; Sec. 17BC/18; TL 100 - This 33.5 acre Site is located along the west side of Butteville Road, in the northwesterly portion of the City. Property on the east side of Butteville is primarily zoned Industrial. The Site is composed of 78.2% Woodburn silt loam (WuA) soils with the remainder Amity silt loam (Am — 18.7%) and Concord silt loam (Co — 3.0%). Woodburn and Amity are Class II soils while Concord is a Class III. One advantage of this Site is its location on the north side of the City — truck traffic will not be directed through the city's major intersection or any

residential areas. However, the property is not served by rail. Further, the City's sewage lagoons are to the west of this Site, which may have detrimental impacts on any type of industrial development.

The subject property under consideration is a large parcel (approximately 27-acres) permitting development for a single or multiple users. The land is readily serviceable by the City. The property has access to an improved public road, and, is also located adjacent to a rail line. Its location concentrates industrial development on the north side of the City, provides suitable access to I-5 - consistent the needs of the identified target industry - while reducing impacts on the community by directing truck traffic away from residential areas.

In contrast, the alternatives Sites are lacking certain qualities. Rail access is absent in Sites #2, #4 and #5 and will require considerably more land then is currently justifiable to provide access to Site #1. Sites #3 and #4 require truck traffic to cross the City's main intersection as well as residential areas. Truck traffic will also be directed through the City's downtown and residential areas to access Sites #1 and #2.

All the property under consideration – including Parcel 1 - is composed of primarily Class II soils. The alternative Sites, however, do not contain <u>all</u> the attributes of a location adjacent to other industrial sites, safe access by truck traffic with impacting residential neighborhoods, and access to rail. Therefore, on balance, given the reasonable parameters to establish this type of use, the proposed parcel at Township 4 South; Range 1 West; Section 17; Tax Lot 1000 provides the best alternative of those areas examined and meets the requirements of ORS 197.298(3)(a)(b) and (c).

Regarding expanding existing businesses, it must be noted there is simply no alternative but to use adjacent land. Again, these requests provide additional land for *existing* industrial users, targeted industries according to the analysis in Section 4. Proximity to the existing plant is key and the deciding factor in location. Therefore, lands in Parcels 2 and 3 comply with provisions in ORS 198.298(3)(a).

- I. Additional requirements in OAR 660-024-0060 state the following:
 - (3) The boundary location factors of Goal 14 are not independent criteria. When the factors are applied to compare alternative boundary locations and to determine the UGB location, a local government must show that all the factors were considered and balanced.
 - (4) In determining alternative land for evaluation under ORS 197.298, "land adjacent to the UGB" is not limited to those lots or parcels that abut the UGB, but

also includes land in the vicinity of the UGB that has a reasonable potential to satisfy the identified need deficiency.

(5) If a local government has specified characteristics such as parcel size, topography, or proximity that are necessary for land to be suitable for an identified need, the local government may limit its consideration to land that has the specified characteristics when it conducts the boundary location alternatives analysis and applies ORS 197.298.

(6) The adopted findings for UGB adoption or amendment must describe or map all of the alternative areas evaluated in the boundary location alternatives analysis. If the analysis involves more than one parcel or area within a particular priority category in ORS 197.298 for which circumstances are the same, these parcels or areas may be considered and evaluated as a single group.

FINDINGS: The analysis weighed all identified criteria in identifying the preferred location, including siting parameters as well as the priority land determinates [item (3)]. Areas rejected would not need not warrant identifying land beyond property adjacent to the UGB [item (4)]. The identified analysis was primarily consistent with the site's preferred characteristics consistent with item (5). The general areas were described pursuant to requirements in item (6).

- J. OAR 660-024(8) states the Goal 14 boundary location determination requires evaluation and comparison of the 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. This evaluation and comparison must be conducted in coordination with service providers, including the Oregon Department of Transportation with regard to impacts on the state transportation system. "Coordination" includes timely notice to service providers and the consideration of evaluation methodologies recommended by service providers. The evaluation and comparison must include:
 - (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.

FINDINGS: The City is the provider for sanitary sewer and water services. In discussions with staff, there did not appear to be any limitations in extending services to those properties under consideration. Facilities were within close

proximity so that cost was not a significant factor in selecting the preferred alternative. This was especially true for the property located adjacent to existing firms.

The Oregon Department of Transportation was notified of the proposal, as was the Marion County Department of Public Works. Neither agency opposed the request, although Marion County indicated certain improvements to the Fargo Interchange may be required at the time of development. These anticipated improvements were well within the scope of the County's adopted Transportation System Plan (see letter in Attachment "C").

K. ORS 197.298

- 1. 197.298 Priority of land to be included within urban growth boundary. (1) In addition to any requirements established by rule addressing urbanization, land may not be included within an urban growth boundary except under the following priorities:
 - (a) First priority is land that is designated urban reserve land under ORS 195.145, rule or metropolitan service district action plan.
 - (b) If land under paragraph (a) of this subsection is inadequate to accommodate the amount of land needed, second priority is land adjacent to an urban growth boundary that is identified in an acknowledged comprehensive plan as an exception area or nonresource land. Second priority may include resource land that is completely surrounded by exception areas unless such resource land is high-value farmland as described in ORS 215.710.
 - (c) If land under paragraphs (a) and (b) of this subsection is inadequate to accommodate the amount of land needed, third priority is land designated as marginal land pursuant to ORS 197.247 (1991 Edition).
 - (d) If land under paragraphs (a) to (c) of this subsection is inadequate to accommodate the amount of land needed, fourth priority is land designated in an acknowledged comprehensive plan for agriculture or forestry, or both.

FINDINGS: The City of Donald and Marion County do not have an identified Urban Reserve. Therefore, provisions in item (a) do not apply. Exception lands or non-resource lands are not located adjacent to the City therefore provisions in item (b) do not apply. Marginal lands as identified in ORS 197.247 are not located adjacent to the City limits therefore provisions in item (c) do not apply. The only available lands adjacent to the City are zoned EFU (no adjacent land is zoned for forestry purposes).

Since the expansion involves EFU zoned land, findings must address factors in 197.298(3).

2. 197 298(2) Higher priority shall be given to land of lower capability as measured by the capability classification system or by cubic foot site class, whichever is appropriate for the current use.

FINDINGS: Soil maps for land adjacent to the City limits, and subject to this request, are included in Attachment "A." The soils are Class II and III and are therefore of a higher class. While a higher priority is given to lower class soils, such soils are not located adjacent to the City limits.

- 3. 197.298(3) Land of lower priority under subsection (1) of this section may be included in an urban growth boundary if land of higher priority is found to be inadequate to accommodate the amount of land estimated in subsection (1) of this section for one or more of the following reasons:
 - (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;
 - (b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or
 - (c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

FINDINGS: The existing industrial base is inadequate from quantitative and qualitative standpoints and is poorly located to serve the needs of potential businesses and the community. In addition, prior findings indicate additional land will be necessary to address both general and specifically identified economic needs.

In response to these issues, the City will expand the UGB in three locations. Two of the requests provide additional land for *existing* industrial users. In these two instances there are simply no options with regard to land priorities –proximity to the existing plant is key and the deciding factor in location. Therefore, lands in Parcels 2 and 3 comply with provisions in ORS 198.298(3)(a).

The remaining expansion involves land on the north side of the existing City limits. This site was selected for a variety of reasons. The large parcel size permits development for a single or multiple users. The land is readily serviceable by the City. The property has access to an improved

public road, and, is also located adjacent to a rail line. Finally, the property is situated in an area of other industrial users. In this regard, industrial-related traffic will not be directed through the City's commercial and residential areas.

As noted under item "K." above, alternative areas were considered for new industrial land. However, in contrast to the preferred alternative, land located adjacent to the existing UGB either lacks rail access and/or will force industrial traffic through residential or commercial areas.

L. Donald Comprehensive Plan

The Donald Comprehensive Plan does not contain specific policies related to UGB expansion other than use of the guidelines in the contained in the Urban Growth Boundary Agreement and Goal 14. The City previously addressed these items and concludes the prior findings also apply to this policy.

The City Comprehensive Plan Industrial Land Use Policy clearly recognizes the industrial potential of the community, specifically referencing the advantages of access to I-5 and the existing rail line and "encourag(ing) the development of compatible industry in Donald." Further, the City recently adopted a new policy which clearly requires the City to meet the anticipated need for industrial land.

Two of the requests involve the potential expansion of existing firms; the third provides land that can accommodate targeted industries. This later parcel is located on the far north end of the City, away from residential areas to minimize its potential impacts on residential uses, also a Plan concern. On balance, the proposal is consistent with the applicable goals and policies contained in the Comprehensive Plan.

M. Marion County Comprehensive Plan

The Urbanization Goal of Marion County is to provide for an orderly and efficient transition from rural to urban land use. Sub-goals for beneficial patterns of urban land use include the following:

- a. Development of urbanization consistent with area-wide goals and objectives.
- b. Establish Urban Growth Boundaries to identify and separate urbanizable land from rural land and contain urban land uses within those areas most capable of supporting such uses.

- c. To provide for an orderly transition from rural to urban land use.
- d. Development of a population distribution pattern in which most persons employed within an urban community live in and participate in the activities and government of that community.
- e. Development of stable and attractive residential areas protected from incompatible land uses and containing a wide variety of housing types and densities.
- f. Development of a commercial land use pattern which assures a convenient and adequate supply of goods and services to the resident, transient and trade area population.
- g. Development of commercial areas and employment centers that favor being located in relation to the urban transportation system.
- h. Development of industrial land use within urbanized areas unless an industry specifically is best suited to a rural site.
- i. Provision of sufficient areas for future industrial land use.
- j. Direct urbanization away from agricultural areas composed of major units of Class I through IV soils.
- Provide adequate review of development of permanent structures in the identified natural hazard or damage areas to minimize potential loss of life or property.

FINDINGS: Growth Boundaries were established consistent with accepted Intergovernmental Agreements. The County anticipates their possible expansion provided it is accomplished in an orderly and efficient manner. To meet future employment objectives requires a boundary amendment. This will ensure housing, jobs and other urban uses are kept within areas than can be serviced by urban-level facilities. The City fully recognizes that there is little alternative to the loss of farmland with higher class soils; there is simply no alternative land available with lower class soils. Based on previous findings, every effort was made to ensure minimal loss of farmland. This was achieved by addressing specific needs of existing firms and providing a framework for possible target industries.

N. Conclusion

As part of the Buildable Land Inventory analysis, the City determined more industrial land was needed to address identified deficiencies. This land will be designated exclusively for industrial purposes and clearly addresses the need for employment opportunities. There are economic benefits to the community, including employment, construction-related jobs as well as an increased market for local goods and services. This strengthens the community with jobs, taxes and a commitment by residents to participate in local government. The UGB amendment will ensure these important objectives are met.

Donald is located within an area of high quality farmland and significant agricultural production. Expansion of the City limits will likely have similar impacts on farm land regardless which direction the City expands. Every effort was made to incorporate only those lands that were serviceable, could be readily integrated into the City's infrastructure and most importantly, met the siting criteria for the identified target industries.

For the reasons noted above, the City believes the proposal complies with the applicable decision criteria in the *Donald Urban Area Growth Management Agreement*, the Statewide Land Use Planning Goals, applicable State statutes and Administrative Rules, and the Donald and Marion County Comprehensive Plans, and, believes it appropriate to amend Donald's Urban Growth Boundary by including the identified parcels.

- O. The Donald Development Ordinance does not contain criteria to amend the Comprehensive Plan Map. However, all actions must be consistent with the Comprehensive Plan and other applicable regulations governing the expansion of the UGB. The prior review established a clear need for the expansion, specifically to address *industrial* needs. City industrial policy will be met through this action. Further, prior findings indicate the request is consistent with UGB expansion policies of the Plan as well as applicable state and local regulations.
- P. For the above noted reasons, the City finds the proposal is consistent with the City Plan and other governing regulations and finds it appropriate to establish the "Industrial "Comprehensive Plan designation on the all properties subject to the Industrial UGB expansion. This complies with provisions in OAR 660-024-0050(5).
- Q. The Department of Land Conservation and Development noted the City's Industrial zone allows both heavy commercial and industrial uses. This raised concerns as to whether the eventual Industrial zoning would limit activities to preferred or at least industrial uses. The City believes industrial employment is

critical and is will to consider satisfactory amendments to the Comprehensive Plan or Development Ordinance to ensure only industrially –related development occurs at the time of annexation and development.

6.0 UGB Amendment - Commercial Land

6.1 Background

- A. The subject area is composed of a single parcel located at the northwest corner of the intersection of Butteville Road and Main Street. The property contains 1.67 acres and is located within Township 4 South; Range 1 West; Section 17BC; Tax Lot 400. The property is composed of 100% Woodburn silt loam (WuA), a Class II soil.
- B. The parcel contains a commercial structure. The land is not located within the identified 100-year flood plain nor contains other identified hazards such as steep slopes. The existing building is connected to City services and has access to a two public, improved streets. The property is served by the Aurora Rural Fire Protection District. The Soil Survey for Marion County identifies primarily Class II and III soils on the property.
- C. The parcel is zoned Exclusive Farm Use (EFU). Industrial land is located to the south and northeast and commercial land to the east and southeast. Remaining adjacent land is in the County and includes the City's wastewater treatment plant to the west.
- D. Based on the evidence generated from the original land inventory and subsequent analysis, there is insufficient land within the existing City limits (i.e., the UGB) to meet population growth. To address these concerns, the City needs to provide not only additional land but land that is locationally suitable. The proposal would amend the City of Donald Comprehensive Plan Map to include the property within the City's Urban Growth Boundary. The proposal would also establish the "Commercial" Plan designation on the land. There is no concurrent request for an annexation or zone change.

6.2 Findings - UGB Amendment

A. Criteria to be addressed in the UGB amendment are found in the *Donald Urban Area Growth Management Agreement*, the Statewide Land Use Planning goals, and the Donald and Marion County Comprehensive Plans. Each item is reviewed in the following sections.

B. Donald Urban Area Growth Management Agreement

The adopted Urban Growth Management Agreement establishes requirements and methods for amending the City's Urban Growth Boundary. Amending the UGB is treated as a map amendment to both the City and County

Comprehensive Plan maps. Specific decision criteria are found in Section VI.(1). The criteria and findings are as follows:

1.a. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals.

FINDINGS: The completed Buildable Land Inventory was developed consistent with the requirements in ORS 197.296. The results of the analysis identified a need to create additional commercial land to address long term needs of the community.

1.b. Need for housing, employment opportunities and livability.

FINDINGS: As part of the Buildable Land Inventory analysis, there appears to be a reasonable amount of housing available and the City possess a compact livable urban form. However, the City is concerned with the limited commercial opportunities and the lack of parcels of sufficient size (again note: the largest vacant Commercial zoned parcel contains 0.20 acres). This action provides a reasonably large parcel of developable land in close proximity to the downtown. The potential development provides local economic benefits while maintaining livability through avoiding conflicts with residential areas.

1.c. Orderly and economic provision for public facilities and services.

FINDINGS: The parcel is currently serviced by public sewer and water.

1.d. Maximum efficiency of land uses within and on the fringe of the existing urban area.

FINDINGS: The Inventory analysis clearly shows there is a lack of commercial land to meet long term population needs. This location is suitable as it effectively remains part of the downtown area, avoids impacting residential areas and addresses the long term needs of the City. On balance, it provides an efficient use of land to meet specific needs without diminishing other areas of the City.

1.e. Environmental, energy, economic and social consequences.

FINDINGS: Environmental quality will not be degraded. To maintain air, water and land quality, new development must remain connected to public sewer and water services. The action is generally neutral to energy efficiency. However, any new construction will be required to comply with

adopted energy efficiency standards. There are economic benefits to the community. These include the potential for jobs and construction-related employment. Socially, the City is obligated to provide for employment opportunities as well as local services.

1.f. Retention of agricultural lands as defined, with Class I being the highest priority and Class VI the lowest priority.

FINDINGS: The Soil Survey indicates that, except for land containing the drainage ways and creeks, all land adjacent to the City limits contains Class II or III soils. In other words, for the purposes of any UGB expansion, there is little choice but to incorporate higher Class soils. However, while this parcel contains Class II soils, it is currently developed and effectively committed to non-agricultural uses. This is further reinforced by connection to City sewer and water services. Therefore, there is no net loss of productive agricultural land by its inclusion into the UGB.

1.g. Compatibility of the proposed urban uses with nearby agricultural activities.

FINDINGS: The City recognizes that with few exceptions, Donald is located within an area of significant agricultural production. Expansion of the City limits will likely have similar impacts regardless which direction the City expands. However, this land is currently developed for non-agricultural purposes. Further redevelopment is not likely to increase impacts on adjacent farm activities.

C. OAR 660-024

These Administrative Rules clarify Goal 14 procedures and requirements related to the adoption of, or an amendment to, urban growth boundaries (UGB). The following will address specific issues related to the proposed expansion for the industrially related lands. For clarity, only those provisions *applicable* to the request are included.

- OAR 660-024-000. This Section addresses applicability. For the record, these newly amended provisions apply to this request as the City did not provide notice under the prior rules nor is currently subject to a periodic review work order.
- 2. OAR 660-024 -0020 notes all statewide goals and related administrative rules are applicable when establishing or amending a UGB, except as follows [OAR 660-024-0020(1)]:

(a) The exceptions process in Goal 2 and OAR 660, division 4, is not applicable unless a local government chooses to take an exception to a particular goal requirement, for example, as provided in OAR 660-004-0010(1);

(b) Goals 3 and 4 are not applicable;

- (c) Goal 5 and related rules under OAR 660, division 23, apply only in areas added to the UGB, except as required under OAR 660-023-0070 and 660-023-0250;
- (d) The transportation planning rule requirements under OAR 660-012-0060 need not be applied to a UGB amendment if the land added to the UGB is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the boundary 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;

(e) Goal 15 is not applicable to land added to the UGB unless the land is within the Willamette River Greenway Boundary;

(f) Goals 16 to 18 are not applicable to land added to the UGB unless the land is within a coastal shorelands boundary;

(g) Goal 19 is not applicable to a UGB amendment.

FINDINGS: Compliance with these provisions is noted as follows:

a. <u>Goal 1: Citizen Involvement</u> - "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

FINDINGS: The City and County entered into an Urban Growth Management Agreement which specifically addresses the issue of an urban growth boundary expansion. Consistent with the guidelines contained in this agreement, the City conducts hearings before both the Planning Commission and City Council to review the request. The decision of the City Council is final and the decision is forwarded to Marion County for their review and decision. All hearings will be noticed, open to the public and provide an opportunity for public input in all phases of the planning process.

b. Goal 2: Land Use Planning - "To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an accurate factual base for such decisions and actions."

FINDINGS: OAR 660-024-0020(1)(a) specifically states the exception process is not applicable unless a local government chooses to take an exception to a specific goal requirement. For the record, the proposal does not involve exceptions to other Goals.

c. <u>Goal 3: Agricultural Lands</u> - "To preserve and maintain agricultural lands."

FINDINGS: OAR 660-024-0020(1)(b) specifically states Goal 3 is not applicable.

d. Goal 4: Forest Lands - "To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices and assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water and fish and wildlife resources and provide for recreational opportunities and agriculture."

FINDINGS: OAR 660-024-0020(1)(b) specifically states Goal 4 is not applicable.

e. Goal 5: <u>Open Spaces, Scenic and Historic Areas, and Natural Resources</u> – "To protect natural resources and conserve scenic and historic areas and open space."

FINDINGS: The subject land does not contain identified open space, scenic or historic resources nor are sites containing these resources located on adjacent lands or within the immediate area.

f. Goal 6: Air, Water and Land Resource Quality - "To maintain and improve the quality of air, water and land resources in the state."

FINDINGS: The property is connected to public sewer and water thereby minimizing impact on air, water and land resource quality.

g. Goal 7: Areas Subject to Natural Disasters and Hazards - "To protect people and property from natural hazards."

FINDINGS: The parcels are not located within an identified natural disaster or hazard area.

h. <u>Goal 8: Recreational Needs</u> – "To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts."

FINDINGS: Land identified for recreational activities are not included in the UGB amendment nor are they identified recreational land within the vicinity that could be conceivably impacted by this action.

i. Goal 9: Economic Development - "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens."

FINDINGS: This is the key benefit of the proposed UGB expansion and provides a number of economic benefits. The expansion provides employment and will meet local service needs.

j. <u>Goal 10: Housing</u> – "To provide for the housing needs of the citizens of the state."

FINDINGS: This action will likely not affect local housing demand; however, the action does not promote nor prohibit the creation of needed housing.

k. Goal 11: Public Facilities and Service - "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

FINDINGS: The property is currently served by public sewer and water.

I. <u>Goal 12: Transportation</u> - "To provide and encourage a safe, convenient and economic transportation system."

FINDINGS: The property fronts along an existing two publically improved streets. Additional transportation facilities are unlikely required to service the property.

- m. <u>Goal 13: Energy Conservation</u> This action neither promotes nor precludes energy conservation. Generally, all new development must comply with adopted state energy efficiency standards.
- f. <u>Goal 14: Urbanization</u> "To provide for an orderly and efficient transition from rural to urban land use."

Urban growth boundaries shall be established to identify and separate urbanizable land from rural land. Establishment and change of boundaries shall be based upon considerations of the following factors:

(1) Demonstrated need to accommodate long range urban population growth requirements consistent with LCDC goals;

(2) Need for housing, employment opportunities;

- (3) Orderly and economic provision for public facilities and services;
- (4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- (5) Environmental, energy, economic and social consequences;
- (6) Retention of agricultural lands as defined, with Class I being the highest priority and Class VI the lowest priority; and,
- (7) Compatibility of the proposed urban uses with nearby agricultural activities.

FINDINGS: The Goal 14 factors were previously addressed under the <u>Urban Growth Management Agreement</u> in item B., above.

The City completed a Buildable Land Inventory consistent with the requirements in ORS 197.296. As part of the Buildable Land Inventory analysis, the City determined additional commercial land was necessary to meet the long-term needs of the community. As previously discussed, this single 1.67 acre parcel addresses a portion of the long term population needs of the City; an additional Industrial zone property (with a Measure 37 approval) can meet the remaining demand.

Environmental quality will not be degraded. To maintain air, water and land quality, any new development must remain connected to public sewer and water services. Any new construction will be required to comply with adopted energy efficiency standards. There are economic benefits to the community, including employment, construction-related jobs as well as an increased

market for local goods and services. Socially, the proposal provides additional commercial land without creating new commercial uses in residential areas. Finally, the parcel is currently committed to non-agricultural uses. This action will therefore not diminish the amount of land currently in farm use.

o. Goal 15: Willamette River Greenway; Goal 16: Estuarine Resource; Goal 17: Coastal Shorelands; Goal 18: Beaches and Dunes; Goal 19: Ocean.

FINDINGS: The proposed amendment does not involve land within the Willamette Greenway, or, identified estuarine, shoreland, beach or ocean areas.

Under OAR 660-24-0020(2) the UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. The appropriate maps are included as Attachment "B."

3. 660-024-0030. The County (and effectively the City) is required to establish a 20-year population forecast consistent with statutory requirements for such forecasts under ORS 195.025 and 195.036.

FINDINGS: Such a coordinate population was established by Marion County and established a 20-year forecast of 1,050 for the City by the year 2020. As this number is not current, Subsection (3) provides a "safe harbor" for establishing a new 20-year projection. This was done in Section 2.0 of this document establishing a new population estimate of 1,588 for the year 2028.

6. OAR 660-024-0040(1) states the UGB must be based on the adopted 20-year population forecast for the urban area described in OAR 660-024-0030, and must provide for needed housing, employment and other urban uses such as public facilities, streets and roads, schools, parks and open space over the 20-year planning period consistent with the land need requirements of Goal 14 and this rule. The 20-year need determinations are estimates which, although based on the best available information and methodologies, should not be held to an unreasonably high level of precision.

FINDINGS: The subject analysis addresses the employment land needs (in this case, specifically commercial land needs) for a 20-year population projection.

OAR 660-024-0040(3) allows a local government may review and amend the UGB in consideration of one category of land need (for example, housing need) without a simultaneous review and amendment in consideration of other categories of land need (for example, employment need).

FINDINGS: As noted, the subject analysis addresses the employment land needs (in this case, commercial land needs) for a 20-year population projection. This action therefore addresses a single land need.

9. OAR 660-024-0040(5) states the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with OAR 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth.

FINDINGS: Provisions in OAR 660-009 are reviewed below:

660-009-0005 Definitions

This Section provides definitions for OAR 660-009 and does not establish specific decision criteria.

660-009-0010 Application

The effect of this action is to expand the Urban Growth Boundary. This request does not involve a change in the Plan designation of zoning of land within the UGB nor is this request part of a periodic review work task.

660-009-0015 Economic Opportunities Analysis

Cities and counties must review and, as necessary, amend their comprehensive plans to provide economic opportunities analyses containing the information described in sections (1) to (4) of this rule. This analysis will compare the demand for land for industrial and other employment uses to the existing supply of such land.

(1) Review of National, State, Regional, County and Local Trends. The economic opportunities analysis must identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand in the planning area based on information about national, state, regional, county or local trends. This review of trends is the principal basis for estimating future industrial and other employment uses as described in section (4) of this rule. A use or category of use could reasonably be expected to expand or locate in the planning area if the area possesses the appropriate locational factors for the use or category of use. Cities and counties are strongly encouraged to analyze trends and establish employment projections in a geographic area larger than the planning area and to determine the percentage of employment growth reasonably expected to be captured for the planning area based on the assessment of community economic development potential pursuant to section (4) of this rule.

FINDINGS: The City completed its review of applicable economic trends, the results of which are contained in Section 4 of this document. The information identified the need to provide additional commercial zoned land for local trade and to meet the requirements of a projected increase in population.

(2) Identification of Required Site Types. The economic opportunities analysis must identify the number of sites by type reasonably expected to be needed to accommodate the expected employment growth based on the site characteristics typical of expected uses. Cities and counties are encouraged to examine existing firms in the planning area to identify the types of sites that may be needed for expansion. Industrial or other employment uses with compatible site characteristics may be grouped together into common site categories.

FINDINGS: The City identified the target industry (local retail trade and services) and the necessary site characteristics, including anticipated acreage requirements.

- (3) Inventory of Industrial and Other Employment Lands. Comprehensive plans for all areas within urban growth boundaries must include an inventory of vacant and developed lands within the planning area designated for industrial or other employment use.
- (a) For sites inventoried under this section, plans must provide the following information (applicable provisions):

- (A) The description, including site characteristics, of vacant or developed sites within each plan or zoning district;
- (B) A description of any development constraints or infrastructure needs that affect the buildable area of sites in the inventory; and
- (b) When comparing current land supply to the projected demand, cities and counties may inventory contiguous lots or parcels together that are within a discrete plan or zoning district.
- (c) Cities and counties that adopt objectives or policies providing for prime industrial land pursuant to OAR 660-009-0020(6) and 660-009-0025(8) must identify and inventory any vacant or developed prime industrial land according to section 3(a) of this rule.

FINDINGS: The City completed the inventory of existing commercial land within the Urban Growth Boundary. The results of the survey are contained in Appendix "A." The conclusions of this analysis are contained in Section 4. In summary, the City does not have adequate amounts of commercial lands to meet projected needs based on population and there is an insufficient quantity of reasonably large parcels for development. Based on the economic opportunities analysis, the City concluded expanding the UGB is necessary.

- (4) Assessment of Community Economic Development Potential. The economic opportunities analysis must estimate the types and amounts of industrial and other employment uses likely to occur in the planning area. The estimate must be based on information generated in response to sections (1) to (3) of this rule and must consider the planning area's economic advantages and disadvantages. Relevant economic advantages and disadvantages to be considered may include but are not limited to:
- (a) Location, size and buying power of markets;
- (b) Availability of transportation facilities for access and freight mobility;
- (c) Public facilities and public services;
- (d) Labor market factors;
- (e) Access to suppliers and utilities;
- (f) Necessary support services;
- (g) Limits on development due to federal and state environmental protection laws; and
- (h) Educational and technical training programs.
- (5) Cities and counties are strongly encouraged to assess community

economic development potential through a visioning or some other public input based process in conjunction with state agencies. Cities and counties are strongly encouraged to use the assessment of community economic development potential to form the community economic development objectives pursuant to OAR 660-009-0020(1)(a).

FINDINGS: The conclusions of the analysis are contained in Section 4. Given the projected population increase it was determined additional land would be necessary. The projected demand coincides with provisions in OAR 660-024-0040(8). The additional land will also establish a suitable large parcel, an important point as no vacant or redevelopable commercial parcel in the City exceeds 0.20 acres. The subject parcel is currently serviced and the City does not anticipate any transportation related issues. On balance and after considering the land needs analysis and potential impacts, the City determined that the proposed commercial UGB amendment complies with the provisions in this section.

660-009-0020 Industrial and Other Employment Development Policies (Applicable provisions)

- (1) Comprehensive plans subject to this division must include policies stating the economic development objectives for the planning area. These policies must be based on the community economic opportunities analysis prepared pursuant to OAR 660-009-0015 and must provide the following:
- (a) Community Economic Development Objectives. The plan must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Policy objectives may identify the level of short-term supply of land the planning area needs. Cities and counties are strongly encouraged to select a competitive short-term supply of land as a policy objective.
- (c) Commitment to Provide Adequate Sites and Facilities. The plan must include policies committing the city or county to designate an adequate number of sites of suitable sizes, types and locations. The plan must also include policies, through public facilities planning and transportation system planning, to provide necessary public facilities and transportation facilities for the planning area.

FINDINGS: General Pan policies call for maintaining the downtown and improving economic opportunities for the City. This parcel will increase the amount of available commercial land which meets an identified need. Further, it logically places a developed and improved parcel within the UGB.

660-009-0025 Designation of Lands for Industrial and Other Employment Uses

Cities and counties must adopt measures adequate to implement policies adopted pursuant to OAR 660-009-0020. Appropriate implementing measures include amendments to plan and zone map designations, land use regulations, public facility plans, and transportation system plans.

(1) Identification of Needed Sites. The plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies. Plans do not need to provide a different type of site for each industrial or other employment use. Compatible uses with similar site characteristics may be combined into broad site categories. Several broad site categories will provide for industrial and other employment uses likely to occur in most planning areas. Cities and counties may also designate mixed-use zones to meet multiple needs in a given location.

FINDINGS: The analysis in Section 4 addresses these concerns. Trade and services is a targeted industry and the population growth will require additional land. When annexed and zoned, this land will effectively implement the City's Comprehensive Plan.

(2) Total Land Supply. Plans must designate serviceable land suitable to meet the site needs identified in section (1) of this rule. Except as provided for in section (5) of this rule, the total acreage of land designated must at least equal the total projected land needs for each industrial or other employment use category identified in the plan during the 20-year planning period.

FINDINGS: The City's current <u>coordinated population projection</u> does not extend beyond 2020. However, pursuant to provisions in OAR 660-024, a new 20-year population estimate for the year 2028 was established and the subsequent economic opportunities analysis was designed to incorporate the new estimate. It is anticipated that with the inclusion of this property, that the supply will address anticipated demand based on population.

(3) Short-Term Supply of Land. Plans for cities and counties within a Metropolitan Planning Organization or cities and counties that adopt policies relating to the short-term supply of land must designate suitable land to respond to economic development opportunities as they arise.

Cities and counties may maintain the short-term supply of land according to the strategies adopted pursuant to OAR 660-009-0020(2).

FINDINGS: This Section does not apply as Donald is not located within a Metropolitan Planning Organization nor has it adopted short term supply strategies as part of its Comprehensive Plan policies.

However, OAR 660-24-0040(5) states the following:

Except for a metropolitan service district described in ORS 197.015(14), the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with OAR 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth.

FINDINGS: Again, Donald has not adopted a short-term policy or strategy for the supply of "employment" lands. It must be noted however, that upon adoption of this request, the City will contain 3.10 acres of developable commercial land within its UGB. Some 1.43 acres will be located within the *existing* UGB and include this fully serviced parcel. Effectively, 100% of the developable commercial land will be readily (if not immediately) available for development. Therefore, the immediate and short term needs of the community will be met through this amendment.

(4) If cities and counties are required to prepare a public facility plan or transportation system plan by OAR chapter 660, division 011 or division 012, the city or county must complete subsections (a) to (c) of this section at the time of periodic review. Requirements of this rule apply only to city and county decisions made at the time of periodic review. Subsequent implementation of or amendments to the comprehensive plan or the public facility plan that change the supply of serviceable land are not subject to the requirements of this section. Cities and counties must:

FINDINGS: This Section does not apply as Donald is not under a periodic review order.

660-009-0030 Multi-Jurisdiction Coordination

(1) Cities and counties are strongly encouraged to coordinate when

implementing OAR 660-009-0015 to 660-009-0025.

- (2) Jurisdictions that coordinate under this rule may:
- (a) Conduct a single coordinated economic opportunities analysis; and
- (b) Designate lands among the coordinating jurisdictions in a mutually agreed proportion.

FINDINGS: These provisions do not apply to the request.

D. OAR 660-024-0040(8) allows the use of safe harbors in determining employment needs.

FINDINGS: Employment needs was based on an economic opportunities analysis in Section 4.0 as well as the "safe harbor" provisions in this Section. In combination, a need for additional trade and service land was identified and the population projection requires additional commercial land.

E. 660-024-0050(1) states that 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 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(3).

FINDINGS: Such an analysis was conducted in Section 4. It determined that the existing vacant or redevelopable land was inadequate in both size (the largest single, vacant parcel at 0.20 acres) and availability to meet the long-term needs of the City. Therefore a UGB amendment was necessary.

F. 660-024-0050(4) states that 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. Changes to the UGB must be determined by evaluating alternative boundary locations consistent with OAR 660-024-0060.

FINDINGS: An inventory of available parcels made it clear that a parcel of suitable size was not available nor could be consolidated to meet the identified need. Some of the expected demand may be met by land that is currently

vacant or redevelopable. However, only 1.43 acres are available for development and not one of the ten parcels exceeds 0.20 acres in area. These parcels are not of sufficient size to accommodate a building and off-street parking. The location of additional land need was considered. *Currently*, there is some potential surplus of residential land within the City (based on estimates of a separate residential buildable lands inventory). However, these properties lie to the south and east of the downtown. Rezoning these lands would create isolated pockets of commercial development with no continuity with either the Main Street downtown or the main north-south roadway of Butteville Road. It would appear that not only a UGB expansion is necessary, but is limited to specific areas of the community.

In summary, estimated needs to meet long-term commercial needs cannot be met either partially or fully within the existing UGB. Therefore, it was determined the only suitable alternative was to expand the UGB.

G. 660-024-0050(5) notes that 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. 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 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 until the land is rezoned for the planned urban uses. The requirements of ORS 197.296 regarding planning and zoning also apply when local governments specified in that statute add land to the UGB.

FINDINGS: Elsewhere in this Section, findings will be created to establish the "Commercial" Plan designation on all property brought into the UGB.

- H. 660-024-0060(1) states that when considering a UGB amendment, a local government must determine which land to add by evaluating alternative boundary locations. This determination must be consistent with the priority of land specified in ORS 197.298 and the boundary location factors of Goal 14, as follows:
 - (a) Beginning with the highest priority of land available, a local government must determine which land in that priority is suitable to accommodate the need deficiency determined under 660-024-0050.
 - (b) If the amount of suitable land in the first priority category exceeds the amount necessary to satisfy the need deficiency, a local government must apply the location factors of Goal 14 to choose which land in that priority to include in the UGB.

- (c) If the amount of suitable land in the first priority category is not adequate to satisfy the identified need deficiency, a local government must determine which land in the next priority is suitable to accommodate the remaining need, and proceed using the same method specified in subsections (a) and (b) of this section until the land need is accommodated.
- (d) Notwithstanding subsection (a) through (c) of this section, a local government may consider land of lower priority as specified in ORS 197.298(3).
- (e) For purposes of this rule, the determination of suitable land to accommodate land needs must include consideration of any suitability characteristics specified under section (5) of this rule, as well as other provisions of law applicable in determining whether land is buildable or suitable.

FINDINGS: The following addresses the above criteria:

- (a) The highest priority is for lands located within a designated urban reserve. Such a reserve has not been established and therefore does not apply.
- (b) The second priority is for lands located adjacent to the UGB and are identified as exception or non-resource lands. This option is not available to the City all adjacent land is zoned for resource (farm) use.
- (c) The next category is for marginal lands. Again, as all adjacent land is zoned for resource use, this option is not available to the City.
- (d) In reviewing ORS 197.298(3) the following is noted:

197.298(3) Land of lower priority under subsection (1) of this section may be included in an urban growth boundary if land of higher priority is found to be inadequate to accommodate the amount of land estimated in subsection (1) of this section for one or more of the following reasons:

- (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;
- (b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints, or
- (c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

FINDINGS: A number of parameters were established in determining the requirements for commercial land. Preferences were given to land located adjacent to the existing downtown (a location that would not direct commercial traffic through residential areas), land adjacent to a collector or arterial street, one that is serviceable and preferably near multi-family users or residential areas.

Alternatives were effectively limited to the proposed parcel. The downtown is basically located along Main Street, west of the railroad tracks and extends out to Butteville Road. Annexing land to the west, south or north of the current UGB would place commercial property away from the downtown, and direct traffic through residential or industrial areas. While this may place such lands closer to population concentrations (the City does not have multi-family development) this was not a significant factor as the relative compact size of community provides ready pedestrian access to the downtown from all residential areas.

The logical area for expansion is the subject property. It is located adjacent to the downtown, fronts along two significant public roadways, fully serviced and meets the land requirements in Section 4 while provide new opportunities for identified target industries of local trade and services. Therefore, on balance, given the reasonable parameters to establish this type of use, the proposed parcel at Township 4 South; Range 1 West; Section 17BC; Tax Lot 400 provides the best alternative of those areas examined and meets the requirements of ORS 197.298(3)(a)(b) and (c).

- I. Additional requirements in OAR 660-024-0060 state the following:
 - (3) The boundary location factors of Goal 14 are not independent criteria. When the factors are applied to compare alternative boundary locations and to determine the UGB location, a local government must show that all the factors were considered and balanced.
 - (4) In determining alternative land for evaluation under ORS 197.298, "land adjacent to the UGB" is not limited to those lots or parcels that abut the UGB, but also includes land in the vicinity of the UGB that has a reasonable potential to satisfy the identified need deficiency.
 - (5) If a local government has specified characteristics such as parcel size, topography, or proximity that are necessary for land to be suitable for an identified need, the local government may limit its consideration to land that has the specified characteristics when it conducts the boundary location alternatives analysis and applies ORS 197.298.
 - (6) The adopted findings for UGB adoption or amendment must describe or map all of the alternative areas evaluated in the boundary location alternatives analysis. If the analysis involves more than one parcel or area within a particular priority category in ORS 197.298 for which circumstances are the same, these parcels or areas may be considered and evaluated as a single group.

FINDINGS: The analysis weighed all identified criteria in identifying the preferred location, including siting parameters as well as the priority land determinates [item (3)]. Areas rejected would not need not warrant identifying land beyond property adjacent to the UGB [tem (4)]. The identified analysis was primarily consistent with the site's preferred characteristics consistent with item (5). The general areas were described pursuant to requirements in item (6).

- J. OAR 660-024(8) states the Goal 14 boundary location determination requires evaluation and comparison of the 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. This evaluation and comparison must be conducted in coordination with service providers, including the Oregon Department of Transportation with regard to impacts on the state transportation system. "Coordination" includes timely notice to service providers and the consideration of evaluation methodologies recommended by service providers. The evaluation and comparison must include:
 - (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.

FINDINGS: The City is the provider for sanitary sewer and water services. This parcel is fully services, based on discussions with staff, there are no capacity issues. Therefore, cost was not a factor in selecting the preferred alternative.

K. <u>ORS 197.298</u>

- 1. 197.298 Priority of land to be included within urban growth boundary. (1) In addition to any requirements established by rule addressing urbanization, land may not be included within an urban growth boundary except under the following priorities:
 - (a) First priority is land that is designated urban reserve land under ORS 195.145, rule or metropolitan service district action plan.
 - (b) If land under paragraph (a) of this subsection is inadequate to accommodate the amount of land needed, second priority is land adjacent to an urban growth boundary that is identified in an

acknowledged comprehensive plan as an exception area or nonresource land. Second priority may include resource land that is completely surrounded by exception areas unless such resource land is high-value farmland as described in ORS 215.710.

(c) If land under paragraphs (a) and (b) of this subsection is inadequate to accommodate the amount of land needed, third priority is land designated as marginal land pursuant to ORS 197.247 (1991 Edition).

(d) If land under paragraphs (a) to (c) of this subsection is inadequate to accommodate the amount of land needed, fourth priority is land designated in an acknowledged comprehensive plan for agriculture or forestry, or both.

FINDINGS: The City of Donald and Marion County do not have an identified Urban Reserve. Therefore, provisions in item (a) do not apply. Exception lands or non-resource lands are not located adjacent to the City therefore provisions in item (b) do not apply. Marginal lands as identified in ORS 197.247 are not located adjacent to the City limits therefore provisions in item (c) do not apply. The only available lands adjacent to the City are zoned EFU (no adjacent land is zoned for forestry purposes). Since the expansion involves EFU zoned land, findings must address factors in 197.298(3).

2. 197.298(2) Higher priority shall be given to land of lower capability as measured by the capability classification system or by cubic foot site class, whichever is appropriate for the current use.

FINDINGS. Soil maps for the subject property are included in Attachment "A." The soils are Class II and III and are therefore of a higher class. While a higher priority is given to lower class soils, such soils are not located adjacent to the City limits.

- 3. 197.298(3) Land of lower priority under subsection (1) of this section may be included in an urban growth boundary if land of higher priority is found to be inadequate to accommodate the amount of land estimated in subsection (1) of this section for one or more of the following reasons:
 - (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;
 - (b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints: or
 - (c) Maximum efficiency of land uses within a proposed urban growth

boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

FINDINGS: The existing commercial base is inadequate from quantitative and qualitative standpoints. Prior findings indicate additional land will be necessary to address both general and specifically identified economic needs.

In response to these issues, the City will expand the UGB in one location, adding 1.67 acres. As noted under item "K." above, there are no reasonable alternative areas for consideration. Land located adjacent to the existing UGB is separated from the downtown core area and forces commercial traffic through residential areas. The subject location is located adjacent to the downtown, fully serviced and provides the necessary land in a single parcel.

L. Donald Comprehensive Plan

The Donald Comprehensive Plan does not contain specific policies related to UGB expansion other than use of the guidelines in the contained in the Urban Growth Boundary Agreement and Goal 14. The City previously addressed these items and concludes the prior findings also apply to this policy.

The City Comprehensive Plan Commercial Land Use Policy is not specific as to location and preference of commercial uses. It recognizes the importance of commercial uses meeting local needs and providing for the general economic health of the community. It would appear that this location addresses the need to provide additional land while providing for specific commercial uses. On balance, the proposal is consistent with the applicable goals and policies contained in the Comprehensive Plan.

M. Marion County Comprehensive Plan

The Urbanization Goal of Marion County is to provide for an orderly and efficient transition from rural to urban land use. Sub-goals for beneficial patterns of urban land use include the following:

- a. Development of urbanization consistent with area-wide goals and objectives.
- b. Establish Urban Growth Boundaries to identify and separate urbanizable land from rural land and contain urban land uses within those areas most capable of supporting such uses.

- c. To provide for an orderly transition from rural to urban land use.
- d. Development of a population distribution pattern in which most persons employed within an urban community live in and participate in the activities and government of that community.
- e. Development of stable and attractive residential areas protected from incompatible land uses and containing a wide variety of housing types and densities.
- f. Development of a commercial land use pattern which assures a convenient and adequate supply of goods and services to the resident, transient and trade area population.
- g. Development of commercial areas and employment centers that favor being located in relation to the urban transportation system.
- h. Development of industrial land use within urbanized areas unless an industry specifically is best suited to a rural site.
- i. Provision of sufficient areas for future industrial land use.
- j. Direct urbanization away from agricultural areas composed of major units of Class I through IV soils.
- k. Provide adequate review of development of permanent structures in the identified natural hazard or damage areas to minimize potential loss of life or property.

FINDINGS: Growth Boundaries were established consistent with accepted Intergovernmental Agreements. The County anticipates their possible expansion provided it is accomplished in an orderly and efficient manner. To meet identified commercial objectives requires a boundary amendment. This will ensure housing, jobs and other urban uses are kept within areas than can be serviced by urban-level facilities. The property is fully committed to non-farm activities and served by public facilities. Its loss does not diminish farming activity or potential agricultural production.

N. Conclusion

The City completed a Buildable Land Inventory consistent with the requirements in ORS 197.296. As part of the Buildable Land Inventory analysis, the City

determined additional commercial land was necessary to meet population projects as well as address the needs of a specific target industry (retail trade and services). Along with an Industrial parcel which allows commercial uses (Measure 37 approval) this single 1.67 acre parcel addresses identified needs.

Environmental quality will not be degraded. To maintain air, water and land quality, any new development must remain connected to public sewer and water services. Any new construction will be required to comply with adopted energy efficiency standards. There are economic benefits to the community, including employment, construction-related jobs as well as an increased market for local goods and services. Socially, the proposal provides additional commercial land that will enhance the downtown. The parcel is currently committed to non agricultural uses so that there is no loss of farmland.

For the reasons noted above, the City believes the proposal complies with the applicable decision criteria in the *Donald Urban Area Growth Management Agreement*, the Statewide Land Use Planning Goals, and the Donald and Marion County Comprehensive Plans and believes it appropriate to amend Donald's Urban Growth Boundary by including the identified parcels.

- O. The Donald Development Ordinance does not contain criteria to amend the Comprehensive Plan Map. However, all actions must be consistent with the Comprehensive Plan and other applicable regulations governing the expansion of the UGB. The prior review established a clear need for the UGB expansion, specifically to address commercial needs. Further, prior findings indicate the request is consistent with UGB expansion policies of the Plan as well as applicable state and local regulations.
- P. For the above noted reasons, the City finds the proposal is consistent with the City Plan and other governing regulations and finds it appropriate to establish the "Commercial "Comprehensive Plan designation on the identified property. This complies with provisions in OAR 660-024-0050(5).

APPENDIX "A"

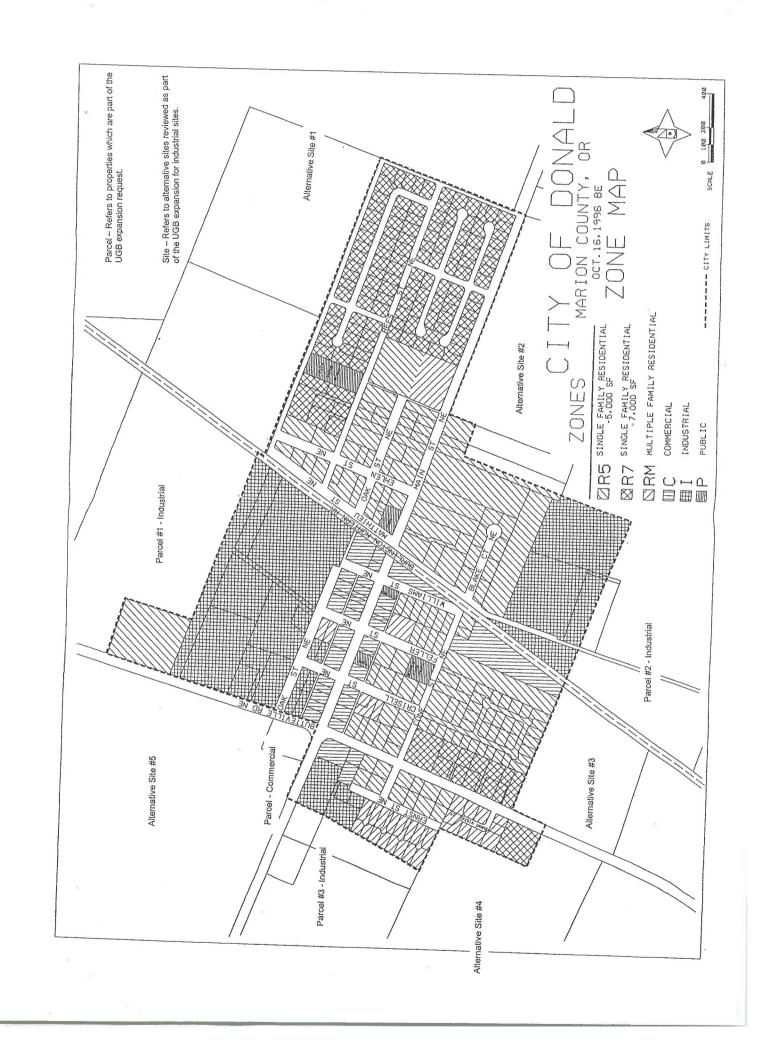
Industrial (I) Zoned Land within Donald City Limits/UGB

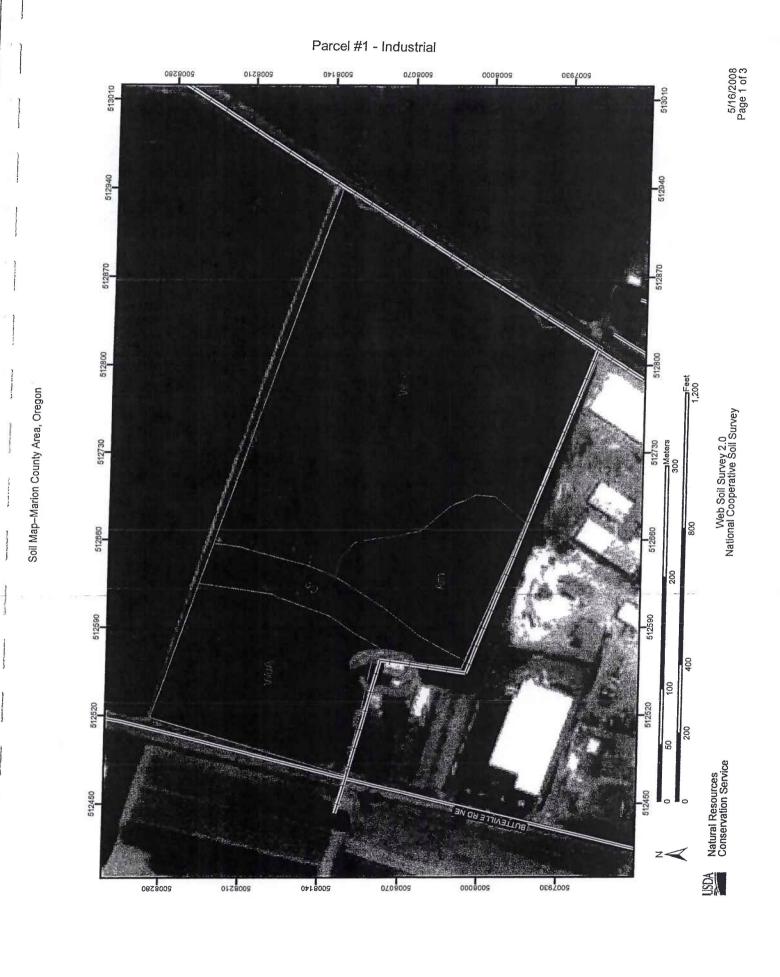
Township Range Section	Tax Lot #	Acreage	Developed Acres	Redevelopable Acres	Vacant Acres
4-1-17BC	200	3.00	3.00	0.00	0.00
	*300	1.00	1.00	0.00	0.00
	*301	0.50	0.50	0.00	0.00
	*302	0.60	0.60	0.00	0.00
4-1-17BD	100	1.94	1.94	0.00	0.00
	200	1.06	1.06	0.00	0.00
	300	1.95	1.95	0.00	0.00
	400	0.31	0.31	0.00	0.00
	500	6.26	6.26	0.00	0.00
4-1-17	700	3.90	0.00	3.90	0.00
	800/9 00	1.01	0.00	1.01	0.00
	1000	3.78	0.00	0.00	3.78
	1200	1.13	0.00	1.13	0.00
4-1-17CA	4000	0.14	0.14	0.00	0.00
	4100	0.14	0.14	0.00	0.00
4-1-17CB	100	0.29	0.29	0.00	0.00
	200	0.17	0.00	0.17	0.00
	300	0.17	0.00	0.17	0.00
	4401	0.09	0.00	0.00	0.09
	4500	1.33	1.33	0.00	0.00
	4601	0.86	0.86	0.00	0.00
Totals		29.63	19.38	6.38	3.87

^{* -} Approved Measure 37 Claim permits commercial activities on these Industrial-zoned parcels.

Commercial (C) Zoned Land within Donald City Limits/UGB

Township, Range, Section	Tax Lot#	Acreage	Developed Acres	Redevelopable Acres	Vacant Acres
4-1-17	2200	2.19	2.19	0.00	0.0
4-1-17CA	2400	0.51	0.51	0.00	0.0
	2500	0.12	0.12	0.00	0.0
	2600	0.07	0.07	0.00	0.0
	2700	0.11	0.11	0.00	0.0
	2800	0.16	0.16	0.00	0.0
	2900	0.22	0.22	0.00	0.0
	3000	0.11	0.11	0.00	0.0
	3200	0.11	0.11	0.00	0.0
	3400	0.22	0.22	0.00	0.0
	3500	0.11	0.11	0.00	0.0
	3600	0.11.	0.11	0.00	0.0
	3700	0.29	0.29	0.00	0.0
	4200	0.17	0.00	0.00	0.1
	4300	0.11	0.11	0.00	0.0
	4400	0.06	0.06	0.00	0.0
	4500	0.06	0.06	0.00	0.0
	4600	0.06	0.06	0.00	0.00
	4601	0.11	0.11	0.00	0.00
	5900	0.17	0.17	0.00	0.00
	6200	0.98	0.98	0.00	0.00
4-1-17CB	400	0.15	0.00	0.15	0.00
2	500	0.11	0.00	0.11	0.00
	600	0.12	0.00	0.12	0.00
	800	0.23	0.23	0.00	0.00
	900	0.17	0.00	0.17	0.00
	1000	0.06	0.06	0.00	0.00
	2300	0.06	0.00	0.00	0.06
	2400	0.11	0.11	0.00	0.00
	2500	0.11	0.00	0.11	0.00
	2600	0.15	0.00	0.15	0.00
	3600	0.19	0.00	0.19	0.00
	3700	0.14	0.14	0.00	0.00
	3800	0.55	0.55	0.00	0.00
	3900	0.21	0.21	0.00	0.00
	4400	0.20	0.00	0.00	0.20
Totals		8.61	7.18	1.00	0.43

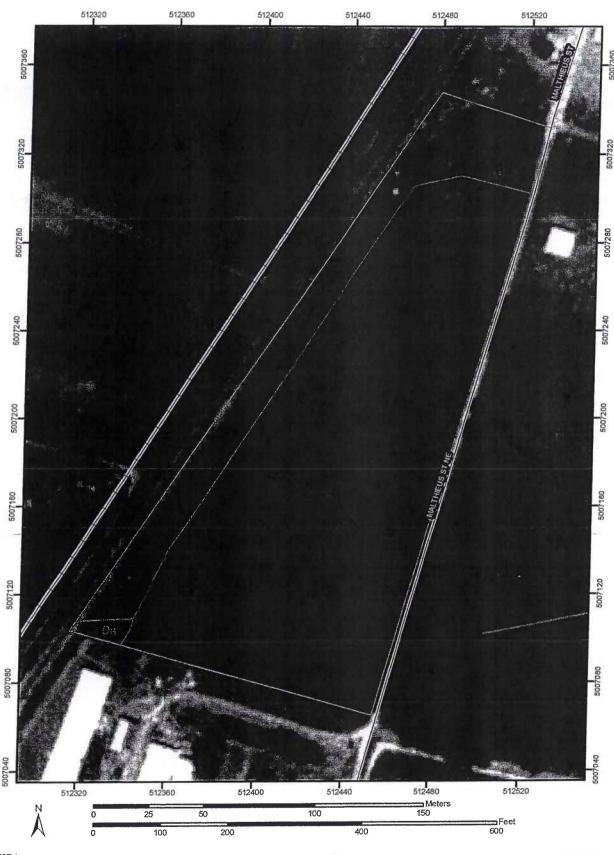




Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI	
Am	Amity silt loam	3.3	12.2%	
Co	Concord silt loam	1.9	6.9%	
WuA	Woodburn silt loam, 0 to 3 percent slopes	21.9	80.9%	

Parcel #2 - Industrial



USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey 5/16/2008 Page 1 of 3

	Marion County Area	, Oregon (OR643)	
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Da	Dayton silt loam	0.1	0.8%
PITS	Pits	5.3	78.0%
WuA	Woodburn silt loam, 0 to 3 percent slopes	1.4	21.2%
Totals for Area of Interest (AOI)		6.8	100.0%

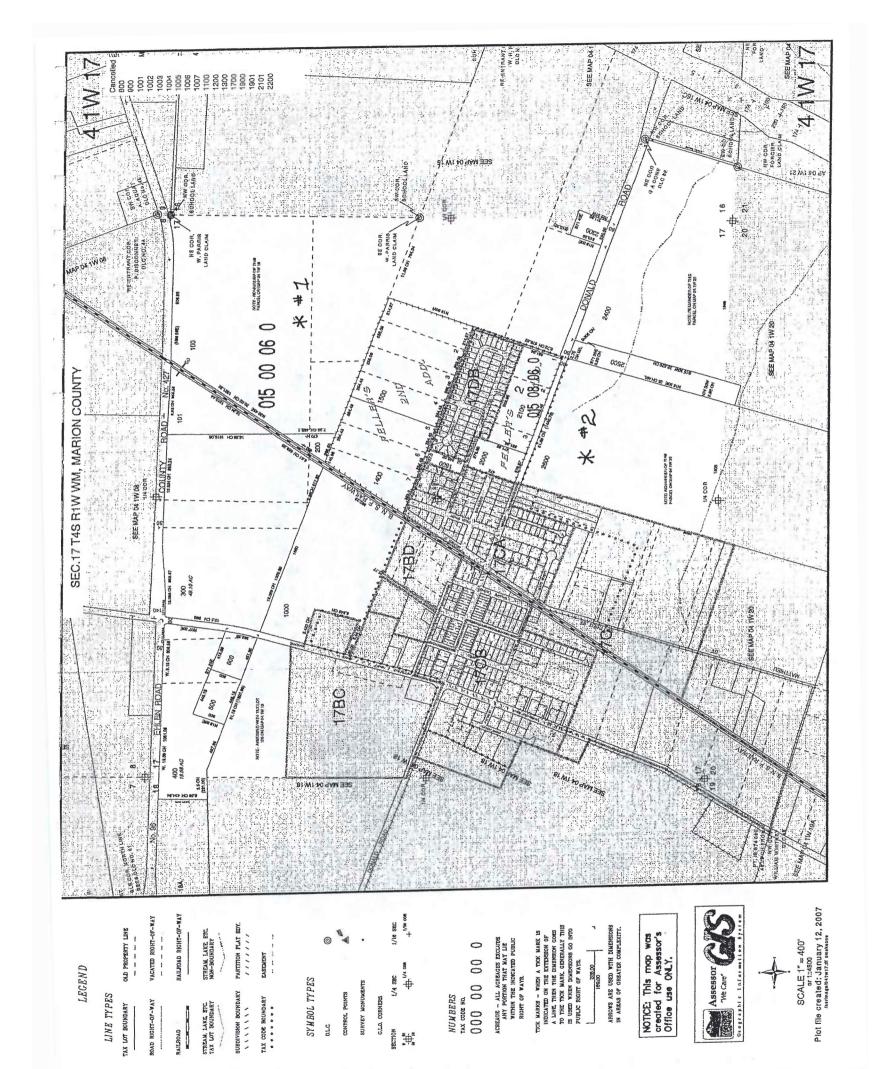
Parcel #3 - Industrial



USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey 5/16/2008 Page 1 of 3

Map Unit Name	Percent of AOI	
Concord silt loam	0.1	2.8%
Woodburn silt loam, 0 to 3 percent slopes	4.6	97.2%
	Woodburn silt loam, 0 to 3	Concord silt loam 0.1 Woodburn silt loam, 0 to 3 4.6



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Soil Map-Marion County Area, Oregon

Alternative Site #1



USDA

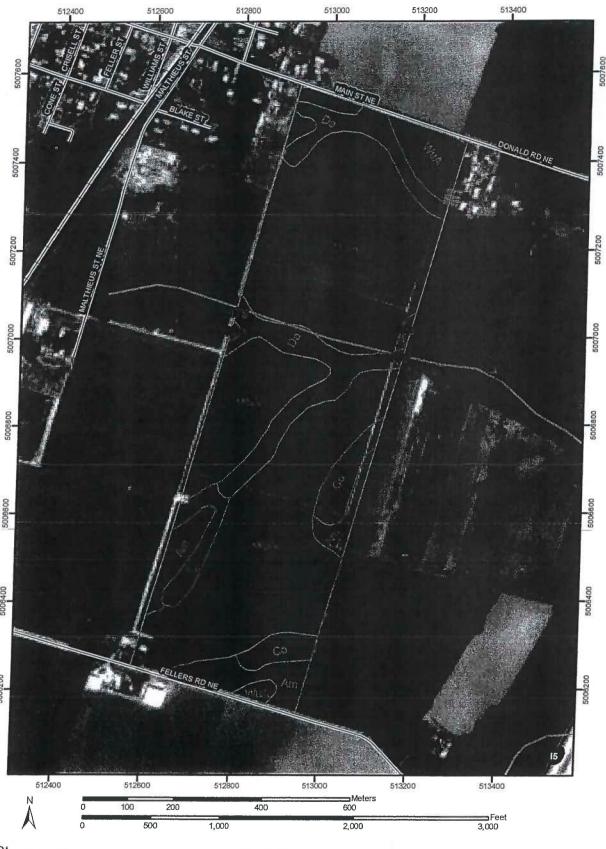
Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey

5/16/2008 Page 1 of 3

Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI
Am	Amity silt loam	5.9	9.7%
Co	Concord silt loam	2.7	4.5%
Da	Dayton silt loam	1.2	2.0%
WuA	Woodburn silt loam, 0 to 3 percent slopes	51.0	83.8%
Totals for Area of Interest (A	percent slopes	60.9	

Natural Resources Conservation Service

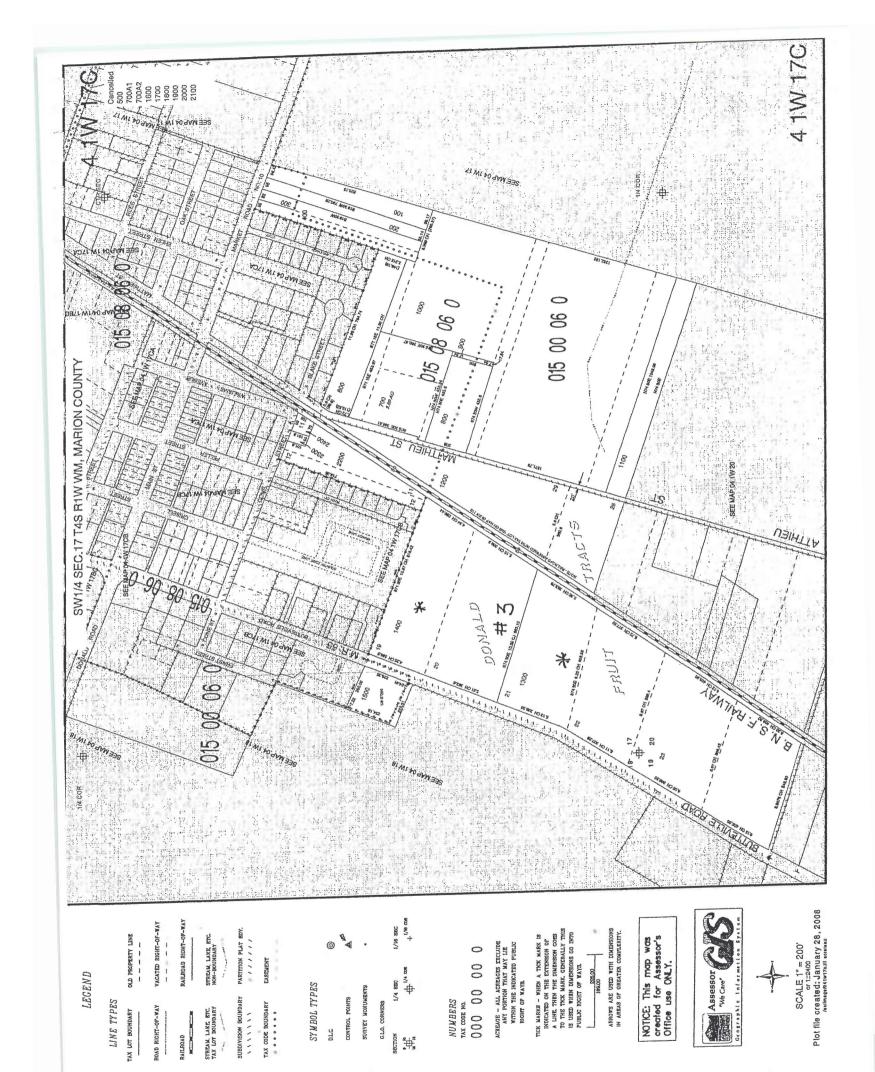
Alternative Site #2



USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey 5/16/2008 Page 1 of 3

	Marion County Area	ı, Oregon (OR643)	Part Lagran	
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI	
Am	Amity silt loam	9.8	7.4%	
Со	Concord silt loam	9.4	7.1%	
Da	Dayton silt loam	14.7	11.1%	
PITS	Pits	0.0	0.0%	
Wc	Wapato silty clay loam	0.1	0.1%	
WuA	Woodburn silt loam, 0 to 3 percent slopes	98.1	74.3%	
Totals for Area of Interest (AOI)		132.2	100.0%	



DIC

LINE TYPES

Alternative Site #3



USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey 5/16/2008 Page 1 of 3

Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI	
Da	Dayton silt loam	4.3	14.8%	
WuA	Woodburn silt loam, 0 to 3 percent slopes	24.6	85.2%	



PARTITION PLAT BDY.

SYMBOL TYPES

DIC

CONTROL POINTS

STREAM, LAXE, ETC. NON-BOUNDARY

RAILBOAD RIGHT-OF-VAY
RAILBOAD
STREAM, LAKE ETC.
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SUBDIVISION BOUNDARY
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LINE TYPES

NOTICE: This map was created for Assessor's Office use ONLY.

ARROWS ARE USED WITH DIMENSIONS IN AREAS OF DREATER COMPLEXITY.

169,00

THCK MARKS - WHEN A THCK WARK IS INDICATED OF THE EXTREMENT OF A LINE THE WERRALLY THIS TO THE THCK WARK, CINERALLY THIS IS USED THIN PAURISIONS OF PUBLIC RIGHT OF TAX.

ACREMOE - ALL ACREMOES EXCLUDE ANY PORTION THAT MAY LIE WITHIN THE INDICATED PUBLIC RIGHT OF WAYE.

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Alternative Site #4

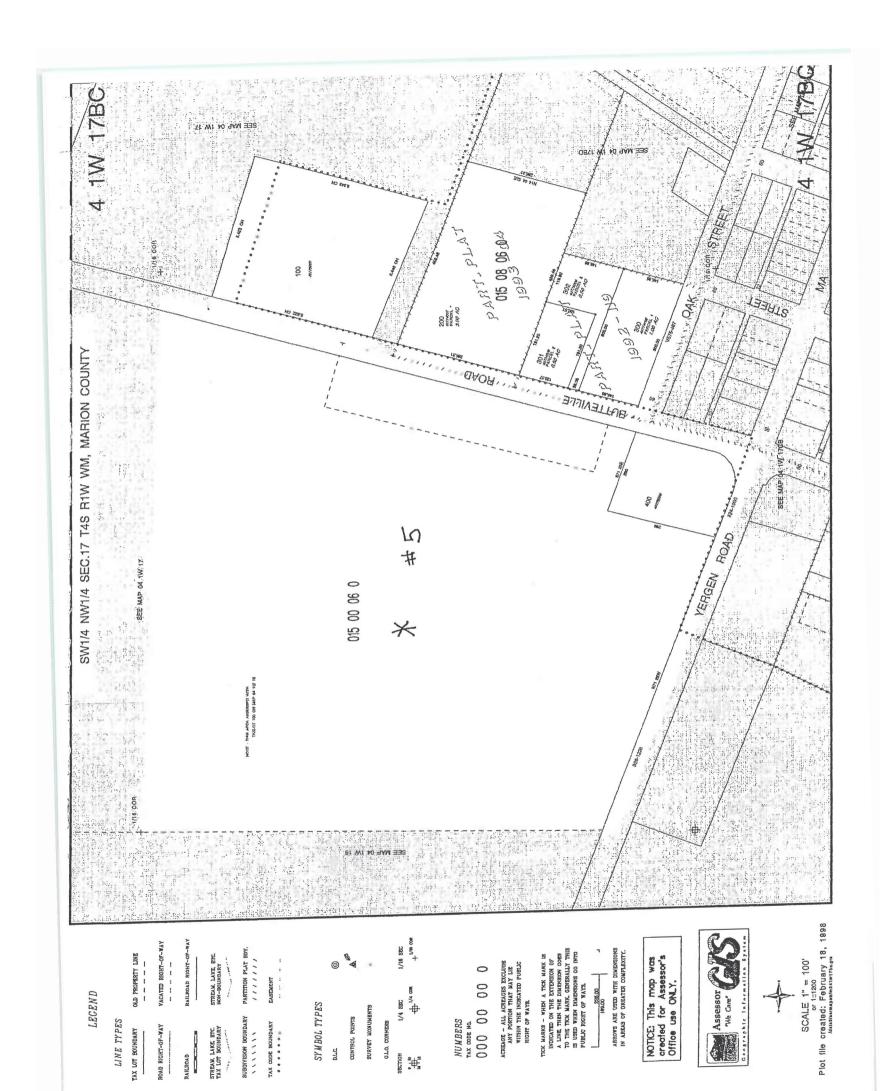


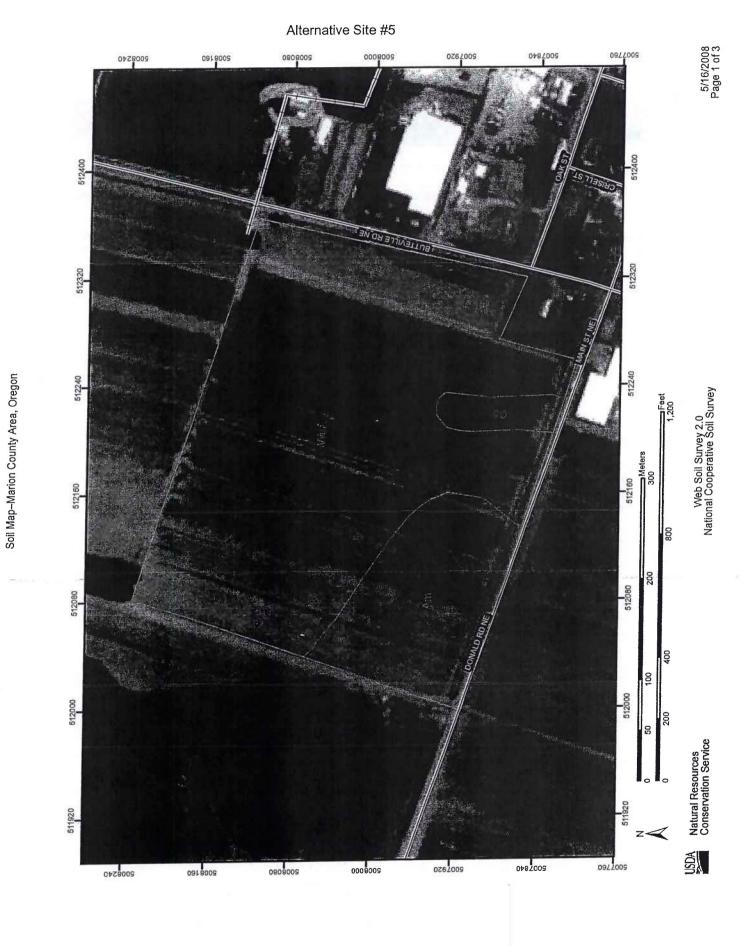
USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey

5/16/2008 Page 1 of 3

	Marion County Area	, Oregon (OR643)	
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Am	Amity silt loam	3.3	6.1%
Da	Dayton silt loam	0.4	0.8%
WuA	Woodburn silt loam, 0 to 3 percent slopes	43.4	80.6%
WuC	Woodburn silt loam, 3 to 12 percent slopes	6.7	12.5%
Totals for Area of Interest (AO	1)	53.8	100.0%





Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Am	Amity silt loam	6.3	18.7%
Со	Concord silt loam	1.0	3.0%
WuA	Woodburn silt loam, 0 to 3 percent slopes	26.2	78.2%

Parcel - Commercial



USDA

Natural Resources Conservation Service Web Soil Survey 2.0 National Cooperative Soil Survey 5/21/2008 Page 1 of 3

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
WuA	Woodburn silt loam, 0 to 3 percent slopes	1.3	100.0%

MACKENZIE

TRANSPORTATION IMPACT ANALYSIS

BENNION/FELLER INDUSTRIAL PROPERTY

PLAN AMENDMENT/ ZONE CHANGE

Donald, Oregon



Prepared ForSandorffy-Bennion
Development

Completed On September 28, 2007

Submittal ToMarion County

Project Number 2070204.00

GROUP MACKENZIE Since 1960

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MACKENZIE

TAB	LE OF CONTENTS PAGE	Ξ
I.	Introduction	2
11.	Existing Conditions	3
Ш.	Current Plan Designation Conditions	Ś
IV.	Site Development	7
٧.	Intersection and Roadway Analysis)
VI.	Improvements Timing and Funding	
VII.	Summary16	
VIII.	Appendix18	
V 111 -	Appendix	
LIST	OF TABLES	
Tabl	e 1 – Study Intersections 2	
Tabl	e 2 – Roadway Characteristics 3	
Table	e 3 – Crash Rates4	
Table	e 4 – Trip Generation – Proposed Zone Designation7	
Table	e 5 – Intersection Operation Analysis – PM Peak Hour10	
Table	e 6 – Queue Lengths (Feet) – PM Peak Hour11	
	e 7 – Identified Mitigation – PM Peak Hour13	
Table	e 8 – Trip Distribution and Site Trips at Individual Intersections	
	e 9 – Proportional Feller Property Assessment	
LIST C	OF FIGURES	
1.	Vicinity Map	
2.	Site Plan	
3.	Existing and Planned Intersection Approach Geometries	
4.	2007 Existing Traffic - Weekday PM Peak Hour	
5.	2025 Background Growth-Intersection Volumes	
6.	2025 Current Zone Designation-Intersection Volumes	
7.	Trip Distribution and Traffic Assignment	
3.	2025 Proposed Zone Designation-Intersection Volumes	

I. INTRODUCTION

This transportation impact analysis (TIA) has been prepared to support the comprehensive plan amendment and zone change application for the Bennion/Feller Industrial Property. The analysis addresses the Transportation Planning Rule (TPR) requirements as outlined in Oregon Administrative Rule (OAR) 660-012-0060(1) stating, "Where an amendment to functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures... to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility."

PROJECT DESCRIPTION

The subject property is approximately 30 acres in size and is bound by Butteville Road to the west and Donald city limits to the south. Figure 1 is a vicinity map showing project location. The current property zone designation is Exclusive Farm Use/Residential Single-Family (EFU/RS). The proposed Rural Marion County zone designation is Industrial (I).

This analysis supports a plan amendment and zone change application by addressing TPR requirements and impacts resulting from a reasonable "worst-case" development scenario in the proposed industrial zone designation. For the proposed Industrial zone, the reasonable "worst-case" development is assumed to be general warehouse with 40% building area coverage. This is a change from the June 15, 2007 Group Mackenzie Revised Proposed Scope for Traffic Impact Analysis based on a review of allowed uses in the Marion County Industrial (I) zone. Of the allowed uses, Warehouse has the highest trip generation rate. The list of allowed uses in the Industrial zone is included in the appendix.

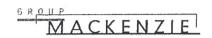
SCOPE OF REPORT

This analysis conforms to the Marion County and ODOT requirements for a traffic study including a review of local intersection impact analysis. Based on review of the applicable standards and a discussion with staff, the study area for this analysis includes the following intersections.

TABLE 1 – STUDY INTERSECTIONS				
Intersection	Jurisdiction			
Ehlen Road / Butteville Road	Marion County			
Ehlen Road / Bents Court	Marion County			
Ehlen Road / Bents Road	Marion County			
Ehlen Road / I-5 SB Ramps	Marion County/ODOT			
Ehlen Road / I-5 NB Ramps	Marion County/ODOT			

To address TPR requirements, analyses must compare reasonable "worst-case" trip generation impacts of land uses allowed in the current and proposed zone designations and must evaluate impacts in the planning horizon year. The planning horizon of the Marion County Transportation System Plan (TSP) is 2025. Therefore, analysis scenarios include:

- 2007 Existing Conditions
- 2025 Current Zone Designation with Existing Infrastructure
- 2025 Proposed Zone Designation with Existing Infrastructure
- 2025 Current Zone Designation
- 2025 Proposed Zone Designation



II. EXISTING CONDITIONS

EXISTING SITE CONDITIONS

The 30-acre Bennion/Feller Industrial Property is currently undeveloped and is adjacent to the City of Donald Urban Growth Boundary. The current Marion County property comprehensive plan designation is Primary Agriculture. Current property zoning is Exclusive Farm Use/Residential Single-Family (EFU/RS). Property access is directly to Butteville Road.

TRANSPORTATION FACILITIES

The following table summarizes study area roadway classifications and descriptions as identified by Group Mackenzie staff:

TABLE 2 - ROADWAY CHARACTERISTICS								
Roadway Classification		Posted Speed	Travel Lanes	Bike Lanes	On-Street Parking	Sidewalks		
Ehlen Road	Arterial	35/55	2	No	No	No		
Butteville Road	Major Collector	25/55	2	No	No	No		
Bents Court	Collector	35	2	No	No	No		
Bents Road	Collector	35	2	No	No	No		
Interstate 5	Principal Arterial	65	6	No	No	No		

All study intersections are currently unsignalized.

PLANNED TRANSPORTATION FACILITIES

The Marion County TSP identifies several projects in the study area. These include:

Ehlen Road/Butteville Road - Signalize intersection and construct necessary supporting roadway approach geometry. The project is unfunded, no construction timeline is identified, and the estimated project cost is \$750,000.

P&W Railroad crossing of Butteville Road – Install mechanical gate crossings, with possible roadway realignment. The project is identified on the 20-year financially constrained plan (5-10 year list) and is funded at \$200,000.

Bents Road/Ehlen Road – Realign Bents Road to the west to align with Bents Court, and signalize intersection. Project could be done concurrent with interchange improvements. The project is identified on the 20-year financially constrained list and is funded at \$1.1 million.

Ehlen Road/I-5 Interchange Ramp Terminal Intersections — Identified as a State Highway Safety Need. The TSP specifically identifies poor alignments, poor ramp turning radii, low capacity and high delay, and crash problems. It recommends widening Ehlen Road at the interchange, installing signals at the ramp terminal intersections, nad realigning Bents Road or redesigning the interchange.

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The Ehlen Road/I-5 Interchange Ramp Terminal Intersections project is not identified as funded TSP improvement; however, Marion County has established a funding mechanism in a sub-area plan to collect monies to construct interchange improvements. These improvements are currently identified as traffic signals at the two I-5/Ehlen Road ramps and the Ehlen Road/Bents Road intersection. Specific development contributions to these improvements are identified later in this analysis.

Large-scale improvements, such as ramp widening, are outside the scope of this funding mechanism and are the responsibility of ODOT.

Figure 3 depicts existing and planned (2025) intersection approach geometries with the planned infrastructure improvements.

CRASH ANALYSIS

When evaluating the relative safety of an intersection, consideration is given not only to the total number and types of crashes occurring, but also to the number of vehicles entering the intersection. This leads to the concept known as "crash rate," which is usually expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (mev). Intersections having a crash rate less than 1.0/mev are generally considered relatively safe. At crash rates higher than 1.0/mev, consideration may be given to correcting operational problems.

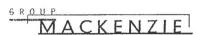
Crash data for the study area intersections were obtained from ODOT staff for the years 2002 through 2006. Annual traffic entering the intersections was estimated by multiplying the annual daily traffic (ADT) entering the intersection by 365. ADT was estimated by multiplying the intersection PM peak hour volumes by 10. Crash data and crash rates for the study area intersections is presented in the following table:

TABLE 3 – CRASH RATES								
Intersection	2002	2003	2004	2005	2006	Total	ADT	Rate
Ehlen Road / Butteville Road	4	6	2	5	2	19	7,990	1.30
Ehlen Road / Bents Road	0	0	0	1	0	1	10,620	0.05
Ehlen Road / I-5 SB Ramps	3	4	0	2	0	9	12,210	0.40
Ehlen Road / I-5 NB Ramps	2	2	6	2	6	18	10,860	0.91

Intersection Crash Summary

Crash rates at the Ehlen Road/Bents Road, Ehlen Road/I-5 Southbound Ramps and Ehlen Road/I-5 Northbound Ramps intersections are all below the threshold rate of 1 0/mev; therefore, it is concluded these intersections do not currently warrant further consideration for safety mitigation measures.

The Ehlen Road/Butteville Road intersection has a crash rate greater than 1.0/mev. As identified in the Marion County TSP, mitigation to correct deficiencies involves signalized intersection and construct necessary supporting roadway approach geometry.



EXISTING TRAFFIC COUNTS

Existing traffic counts were obtained in June 2007. The weekday traffic counts were obtained between 3:00 and 6:00 PM on a mid-week day. Count summaries are included in the appendix.

A seasonal adjustment factor of 3.4% was applied to the traffic volumes at ODOT facilities. The adjustment factor is based on the Seasonal Trend Table and reflects an average between the factors for the "interstate nonurbanized" and "agricultural" peak period seasonal factors. Figure 4 illustrates 2007 existing traffic with the adjusted design volumes.

It should be noted that a system wide peak hour for all the study intersection was used in the analysis. The peak hour factors and heavy vehicle percentages were adjusted for the system-wide peak hour.

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III. CURRENT PLAN DESIGNATION CONDITIONS

BACKGROUND TRAFFIC GROWTH

Background growth is general growth in traffic not related to traffic from specific projects. An annual growth rate for each intersection was calculated and used based on future traffic volumes demand projections presented in Table 6-2 of the Marion County Rural Transportation System Plan. These annual growth rates for each intersection were applied to 2007 volumes to determine 2025 volumes. 2025 Background traffic growth is presented in Figure 5. Table 6-2 and growth calculations are included in the appendix.

IN-PROCESS TRAFFIC

In-process traffic is defined as traffic anticipated to be generated by approved projects not yet constructed. The purpose of determining in-process traffic is to identify near-term impacts resulting from development in excess of general planning growth assumptions. According to Marion County transportation staff there is no in-process traffic to include.

CURRENT ZONE DESIGNATION TRAFFIC VOLUMES

Current zone designation traffic volumes are the estimated future traffic volumes without the subject plan amendment and zone change application. 2025 Current Zone Designation traffic is the sum of 2007 existing traffic and 18 years of background growth and is illustrated in Figure 6.

IV. SITE DEVELOPMENT

DEVELOPMENT SCENARIO

The plan amendment and zone change application must address TPR requirements as outlined in OAR 660-012-0060. As such, planning horizon conditions need to be addressed which are identified by the Oregon Highway Plan (OHP) as, "The greater of 15 years or the planning horizon of the applicable local and regional transportation system plans for amendments to transportation plans, comprehensive plans or land use regulations."

To address these requirements, analyses must compare reasonable "worst-case" trip generation impacts of land uses allowed in the current and proposed zone designations and must evaluate impacts in the planning horizon year. The Marion County TSP was adopted in 2005. Therefore, the planning horizon of the Marion County TSP is 2025.

TRIP GENERATION - CURRENT ZONE DESIGNATION

Current Marion County comprehensive plan designation for the property is Primary Agriculture. Current property zoning is Exclusive Farm Use/Residential Single-Family (EFU/RS). Development in this zone designation is not anticipated to generate a significant number of vehicle trips. Therefore, as a conservative assumption in this analysis, no additional trip generation is assumed to result from development in the current designation.

TRIP GENERATION - PROPOSED ZONE DESIGNATION

As previously identified, this analysis presents the "worst-case" development scenarios in the proposed Industrial zone designation. A review of allowed uses in Chapter 165 of the Marion County Rural Zoning Ordinance showed warehouses as the highest trip generating land use.

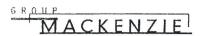
The assumed "worst-case" development necessary to meet TPR analysis requirements is warehouse development with 40% building area coverage.

The following table presents trip generation estimates for the "worst-case" development scenario in the Industrial (I) zone designation. Trip generation for industrial uses are based on information contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Seventh Edition.

TABLE 4 – TRIP GENERATION – PROPOSED ZONE DESIGNATION									
Use Description and ITE Size PM Peak Hour Daily									
Building Coverage ¹	Code	Size	Enter	Exit	Total	Total			
Warehouse (ITE Code 150) (40% Building Area Coverage)	110	525,000 SF	62	185	247	2,604			

Reference: Oregon Economic and Community Development Department Industrial Development Profile Matrix, May 2003.

For purposes of this analysis, all trips are assumed to be vehicle trips. No additional reductions are made for trips made by alternate modes.

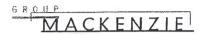


TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Trip distribution for the development scenario was determined based on existing roadway traffic volumes, anticipated trip origins and destinations, and engineering judgement. Trip distribution and resulting traffic asssignment are shown in Figure 7.

2025 PROPOSED ZONE DESIGNATION TRAFFIC VOLUMES

Proposed Zone Designation traffic volumes are the sum of Current Zone Designation traffic volumes and worst-case development Proposed Zone Designation assigned traffic volumes. 2025 Proposed Zone Designation traffic volumes are presented in Figure 8.



V. INTERSECTION AND ROADWAY ANALYSIS

OPERATION ANALYSIS DESCRIPTION

Intersection operation characteristics are generally defined by two measurements: volume-to-capacity (v/c) ratio and level-of-service (LOS). ODOT uses v/c ratio to determine intersection performance and Marion County uses both v/c and LOS. Since both agencies have roadways within the project impact area, both measurements are included in the analysis.

Volume-to-capacity (v/c) ratio is a measurement of capacity used by a given traffic movement for an entire intersection. It is defined by the rate of traffic flow or traffic demand divided by the theoretical capacity. Based on the January 2001 revision to the 1999 Oregon Highway Plan (OHP), I-5 is a Statewide National Highway System (NHS) Freight Route. The OHP requires a maximum v/c ratio of 0.85 be maintained at all ramp terminal intersections. The Marion County v/c standard for signalized and unsignalized intersections is 0.85 or less.

LOS is a measure of the average control delay (in seconds) experienced by drivers at an intersection and is described by a letter on the scale from 'A' to 'F'. LOS 'A' represents optimum operating conditions and minimum delay. LOS 'F' indicates over capacity conditions causing unacceptable delay. Marion County considers LOS 'D' the acceptable minimum standard for signalized and all-way stop controlled intersections with individual movements operating at LOS 'E' or better. Other unsignalized intersections shall operate at LOS 'E' or better, although LOS 'F' may be allowed if the movement has a relatively low volume and there is no indication that a safety problem will be created.

OPERATION ANALYSIS

Operation analyses were performed for the weekday PM peak hour at the four study intersections for three different scenarios as follows:

- 2007 Existing Conditions
- 2025 Current Zone Designation with Existing Infrastructure
- 2025 Proposed Zone Designation with Existing Infrastructure
- 2025 Current Zone Designation
- 2025 Proposed Zone Designation

As previously identified, analyses contained in this report were prepared to support a plan amendment and zone change application, not a specific land use application. Therefore, analysis scenarios contemplate transportation impacts resulting from a reasonable worst-case development scenario at the end of the planning period (2025).

Analyses also assume projects identified in 20-year funded list of the Marion County TSP have been constructed. This includes improvements at the Ehlen Road/I-5 interchange ramp terminal intersections identified in the sub-area plan that are funded via a specific Marion County assessment policy.

The computer program Synchro, using Highway Capacity Manual (HCM) techniques, was used to calculate v/c ratios and LOS at the study intersections that are summarized in the following tables. Data output sheets from analyses can be found in the appendix.

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The following table presents the results of the intersection operation analyses.

	TABLE	5 – INTERS	SECTIO	ON OP	ERATIO	N ANAL	YSIS - PI	M PEAK	HOUR			
	Intersection		2007 Existing Conditions		2007 Current 2007 Design Existing with Ex		2025 2025 Current Zone Proposed Zone Designation with Existing Infrastructure Infrastructure		2025 Current Zone Designation		2025 Proposed Zone Designation	
Intersection	Control	Movement	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
Ehlen Rd /	Two-Way	NB	0.25	В	0.75	E	1.39	F		W. 24		
Butteville Rd	Stop	SB	0.17	C	0.64	F	1.03	F		, .		
Datto Villo I tu	All-Way Stop		TUDE VA	Taran.			and the state of t	S	0.57	С	0.61	E
Ehlen Rd / Bents Ct	Two-Way Stop	NB Left	0.02	В	0.06	С	0.08	С				7
Ehlen Rd / Bents Rd	Two-Way Stop	SB	0.61	Е	2.68	F	3.84	F		i i Ma		
Ehlen Rd/ Bents Ct/ Bents Rd	Signalized								0.79	В	0.83	С
Ehlen Rd / I-5 SB Ramps	Two-Way Stop	SB	0.78	Е	2.46	F	3.13	F	-	- 12 C	44.4	401300
-5 SB Namps	Signalized		y-1 1		<i>E.</i> '1			trans.	0.69	С	0.74	С
Ehlen Rd / -5 NB Ramps	Two-Way Stop	NB	1.00	F	3.70	F	6.28	F	OUR	******	12	
-5 ND Namps	Signalized				Celeran	Zoner	PMOORE	d. XG.	0.71	D	0.81	D

The Ehlen Road/Butteville Road intersection currently meets performance standards for capacity and LOS but is anticipated to exceed standards for two-way stop-controlled intersections for LOS with or without the proposed plan amendment and zone change in 2025. With an all-way stop controlled intersection the standard is met in the 2025 current zone designation scenario but in the 2025 proposed zone designation scenario the LOS 'D' standard is exceeded. The LOS for the intersection exceeds Marion County standards due to the eastbound through approach, which operates at LOS 'F'. The Bennion/Feller Industrial plan amendment/zone change 'worst-case' scenario does not add any trips to the eastbound through movement.

The Ehlen Road/Bents Court intersection meets standards for capacity and LOS with or without the proposed plan amendment/zone change.

The Ehlen Road/Bents Road intersection currently does not meet Marion County standards for capacity and LOS, and will not meet the County standard in the plan year with the existing infrastructure.

The Ehlen Road/Bents Court/Bents Road realigned and signalized intersection will meet standards for capacity and LOS for the 2025 current and proposed zone designations.

The Ehlen Road/I-5 SB Ramps intersection currently meets standards for capacity and LOS but will not meet the ODOT standard in the plan year with existing infrastructure. With the planned Marion County improvements funded by the sub-area plan, the ramp terminal intersection will meet ODOT standards in 2025 with and without the proposed plan amendment and zone change.

The Ehlen Road/I-5 NB Ramps intersection currently does not meet ODOT standards for capacity and LOS and will continue to do so with the existing infrastructure. With the planned Marion County improvements funded by the sub-area plan, the ramp terminal intersection is anticipated to meet ODOT standards in 2025 with and without the proposed plan amendment and zone change.

QUEUING ANALYSIS

Analyses were performed at the study intersections to determine the existing and anticipated 95th percentile queue lengths during the weekday PM peak hour. SimTraffic software was used with a queue storage assumption of 25 feet per vehicle. Queuing calculation worksheets are located within the appendix. The existing and anticipated queue lengths at the study intersection approaches for the weekday PM peak hour are listed in the tables below.

	,	TABLE	6 - QUEUE	LENGTHS (FEET		IR	
Intersection	Lane Group		2007 Existing Conditions	Zone Designation with Existing Infrastructure	Zone Designation with Existing Infrastructure	2025 Current Zone Designation	Zone Designatio
	EB WB	Lt Lt	25 75	25 75	25 75	50 150	75 175
Ehlen Rd / Butteville Rd	NB	Lt Th Rt	75	125	425	50 75	150
	SB	Lt Th Rt	50	75	75	75	75
Ehlen Rd / Bents Ct	NB	Lt Rt	25 50	25 75	50 75	1011	
Ehlen Rd / Bents Rd	SB	Lt Rt	150	>999	>999	Vinte Line	o execute It sted in i
	EB	Lt Th		16 2 142 142 151	A DESCRIBE	150 925	200 >999
Ehlen Rd /	WB	Lt f	10 mg		- W	50 700	50 775
Bents Rd / Bents Ct	NB	Lt Th Rt				25 100	50 125
	SB	Lt Th Rt				350 550	400 >999

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		TABLE	6 - QUEUE	LENGTHS (FEET) - PM PEAK HOU	IR	
Intersection	Lane Group	Movement	2007 Existing Conditions	Zone Zone Designation with Existing Infrastructure	Zone Zone Designation with Existing Infrastructure	2025 Current Zone Designation	Zone
	EB	Th Rt	100	125	125	>999 250	825 250
Ehlen Rd / I-5 SB	WB	Lt Th	125	250	350	225 425	225 450
Ramps	SB	Lt Th Rt	350	400	400	300 325	450 425
	EB	Lt Th	125	200	275	225 425	175 350
Ehlen Rd / I-5 NB	WB	Lt Th	25	25	125	>999 150	>999 150
Ramps	NB	Lt Th Rt	400	425	425	325 275	475 375

The proposed plan amendment and zone change will not significantly affect queue lengths.

MITIGATION

The identified mitigation is consistent with the recommended improvements to the study area and the planned infrastructure improvements identified in the Marion County TSP. The following are the recommended improvements for the study intersections:

Based on our understanding of the TPR, if a transportation facility does not meet the applicable jurisdiction operating standard in the plan year, then mitigation must be identified that will accommodate the proposed plan amendment without further degrading the intersection. If the intersection meets operating standards in the plan year with the current zone designation, but not with the proposed zone designation, then the operating standard must be met.

Our analysis indicates that with the existing infrastructure, with or without the proposed plan amendment and zone change, the study area intersections will not meet ODOT or Marion County operating standards in the plan year.

Accounting for the projects that either have a County funding source or have been identified on the Fiscally Constrained project list of the TSP, we have identified one intersection that will require additional mitigation.

The Ehlen Road/Butteville Road intersection is anticipated to exceed Marion County standards in the PM peak hour for all-way stop controlled intersections in the 2025 Proposed Zone Designation scenario. To meet Marion County standards for the 2025 Proposed Zone Designation, the intersection requires a traffic signal. This mitigation is consistent with the findings associated with the 2005 Specht Development study. The signalization project is identified in the Marion County TSP, but is not on the Fiscally Constrained funded list. The County estimated cost of improvement is \$750,000.

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The following table shows the results of the added mitigation to the Ehlen Road/Butteville Road intersection, Synchro analysis worksheets are located within the appendix.

Γ	TABLE 7 - IDENTIFIED MITIGATION - PM PEAK HOUR									
1		Intersection Control	Mitigation	Zone De	roposed signation tigation)	2025 Proposed Zone Designation (Post-Mitigation)				
				v/c	LOS	v/c	LOS			
E	hlen Road / Butteville Road	Two-Way Stop	Signal	0.61	Ë	0.59	В			

VI. IMPROVEMENTS TIMING AND FUNDING

Consistent with TPR requirements, analyses in this TIA assume projects that are identified in the 20-year funded list of the Marion County TSP have been constructed. This includes improvements at the Ehlen Road/I-5 interchange ramp terminal intersections and the realignment of the Bents Road/Ehlen Road intersection. Both projects are identified in the sub-area plan and are funded via a specific Marion County assessment policy.

It is important to note, approval of the comprehensive plan amendment and zone change application for the Bennion/Feller Industrial Property does not itself generate trips. Rather, a specific land use, approved via a specific development application, generates trips. As shown in this TIA, with the planned improvements, the worst-case land use assumption for the proposed plan amendment and zone change results in intersections operating at acceptable standards in the plan year. Therefore, with any future land use application the intersections are also anticipated to operate at acceptable standards in the plan year.

The following section, provided for illustrative purposes only, identifies the specific Marion County assessment policy established to fund future infrastructure relative to the worst-case development scenario presented in this TIA. As previously stated, approval of the comprehensive plan amendment and zone change application does not itself generate trips; therefore, fees should be assessed based on a future specific development application.

MARION COUNTY TRANSPORTATION IMPACT FEE – AURORA/DONALD INTERCHANGE

To address increasing congestion issues in the Fargo interchange area, Marion County prepared a sub-area plan. This plan has several recommendations including access management, bicycle/pedestrian improvements, and an impact fee mechanism to collect funds for interim improvements. Improvements include future traffic signals, additional traffic lanes and/or other capacity improvements, specifically at the Ehlen Road/I-5 NB ramp terminal intersection, the Ehlen Road/I-5 SB ramp terminal intersection, and at the realigned Bents Road-Bents Court/Ehlen Road intersection.

Future development is assessed based on the percentage of traffic added to each intersection during an average day. According to Marion County, the average entering daily traffic volumes are 11,500 at the Ehlen Road/I-5 NB Ramps intersection, 14,500 at the Ehlen Road/I-5 SB Ramps intersection, and 11,500 at the realigned Bents Road-Bents Court/Ehlen Road intersection. The improvement costs at each intersection is estimated to be \$500,000 in 2004 dollars and will be adjusted according to the Seattle Cost of Construction Index as published annually in the December issue of "Engineering News Record."

In addition to the improvements identified in the Marion County sub-area plan, Group Mackenzie has identified in the 2025 proposed zone designation scenario the need for a traffic signal at the Ehlen Road/Butteville Road intersection. The traffic signal and necessary supporting roadway approach geometry is identified in the Marion County TSP; however, it is not funded. The Marion County TSP estimated cost of the improvements is \$750,000.

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To determine the potential proportional assessment for the Bennion/Feller Industrial Property the previously identified "worst-case" development scenario was evaluated. The sub-area plan methodology states the fee is based on the percentage of traffic added by the development at each intersection during an average day. Trip distribution for the development scenarios is presented in Figure 7.

With trip distribution known, trip percentages and resulting daily trips at each intersection were calculated and are shown in the following table.

TABLE 8 – TRIP DISTRIBUTION AND SITE TRIPS AT INDIVIDUAL INTERSECTIONS								
Land Use Designation	Total Daily Trips		n Rd/ Ramp	Ehlen Rd/ Butteville Rd and Bents Rd/Bents Ct and SB Ramp				
V		%	Trips	%	Trips			
Warehouse	2,604	65% 1,693		90%	2,344			

With the number of trips known at the individual intersections, the proportionate share of the intersection improvement costs was calculated based on a percentage of the measured existing daily intersection volumes. The following table shows the proportionate costs based on the "worst case" scenario.

	TABLE 9 - PROPORTIONAL FELLER PROPERTY ASSESSMENT										
Land Use Designation	Intersection	Established Intersection Volume	Daily Development Trips	% of Total Volume	Proportional Assessment ¹						
	Ehlen Rd/Butteville Rd	7,150	2,344	24.69%	\$185,170						
	Bents Rd/Bents Ct	11,500	2,344	16.93%	\$84,660						
Warehouse	Ehlen Rd/SB Ramp	14,500	2,344	13.91%	\$69,580						
	Ehlen Rd/NB Ramp	11,500	1,693	12.83%	\$64,165						
	Total				\$403,575						

Assessment in 2004 dollars and may be adjusted according to the Seattle Cost of Construction Index.

As illustrated in the previous tables, the worst-case development scenario's proportionate share costs for the improvements are estimated to be \$403,575.

This calculation has been provided for illustrative purposes only. Approval of this comprehensive plan amendment and zone change application does not itself generate trips; therefore, fees should not be assessed based on this analysis. Rather, via conditions of approval for this application, fees should be assessed based on daily trip generation resulting from a specific land use identified in a future specific development application.

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VII. SUMMARY

This analysis has been prepared to address Transportation Planning Rule requirements. Oregon Administrative Rule (OAR) 660-012-0060(1) states, "Where an amendment to functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures... to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility." As identified in this analysis, the proposed change in plan designation can be approved with implementation of the identified mitigation.

The following conclusions and recommendations are specifically based on materials contained in this analysis:

- 1. The reasonable "worst-case" development scenario for the 30-acre Bennion/Feller property in the proposed Rural Marion County Industrial (I) zone designation is a 525,000 SF Warehouse (40% lot coverage) generating 2,604 daily and 247 PM peak hour trips.
- 2. Planned infrastructure improvements identified in the Marion County TSP and the sub-area plan include improvements at the Ehlen Road/Butteville Road intersection, the P&W Railroad crossing of Butteville Road, Bents Road/Ehlen Road realignment, and Ehlen Road/I-5 Interchange Ramp Terminal intersections. All improvements are assumed constructed in the plan year (2025) except the identified but unfunded traffic signal at the Ehlen Road/Butteville Road intersection.
- 3. Crash rates at all but one study area intersection (Ehlen Road/Butteville Road) are below the threshold rate of 1.0/mev. Mitigation identified in the Marion County TSP to signalize the intersection and improve the supporting roadway approach geometry are anticipated to correct existing safety deficiencies.
- 4. Background growth and seasonal volume adjustments were added to the existing traffic volumes to establish traffic volumes for the 2025 Current Zone Designation. The existing EFU/RS zoning was not assumed to generate any trips.
- 5. The 2025 Proposed Zone Designation traffic volumes were presented as the sum of the 2025 Current Zone Designation and the worst-case development scenario for the Industrial (I) zoning.
- 6. With the planned and funded infrastructure improvements identified in the Marion County sub-area plan, in the 2025 Proposed Zone Designation scenario, all intersections will operate at acceptable LOS and v/c performance standards except for the Ehlen Road/Butteville Road intersection.
- 7. The Ehlen Road/Butteville Road intersection will operate at LOS 'E' in the 2025 Proposed Zone Designation scenario due to the eastbound through traffic on Ehlen Road. The Bennion/Feller property does not add trips to this movement. Consistent with the Marion County TSP, the intersection will require a traffic signal to operate at an acceptable level of service in the 2025 Proposed Zone Designation scenario. Based on the "worst-case" development scenario in the proposed zone, the estimated proportionate share of the estimated costs of improvements is approximately \$185,000.

- 8. Queuing is not significantly impacted by the proposed plan amendment and zone change.
- 9. Based on the "worst-case" development scenario in the proposed zone, the estimated contribution to the Marion County sub-area plan totals approximately \$218,400. Approval of this comprehensive plan amendment and zone change application does not itself generate trips; therefore, fees for planned infrastructure improvements should not be assessed based on this analysis. Rather, via conditions of approval for this application, fees should be assessed based on daily trip generation resulting from a specific land use identified in a future specific development application.

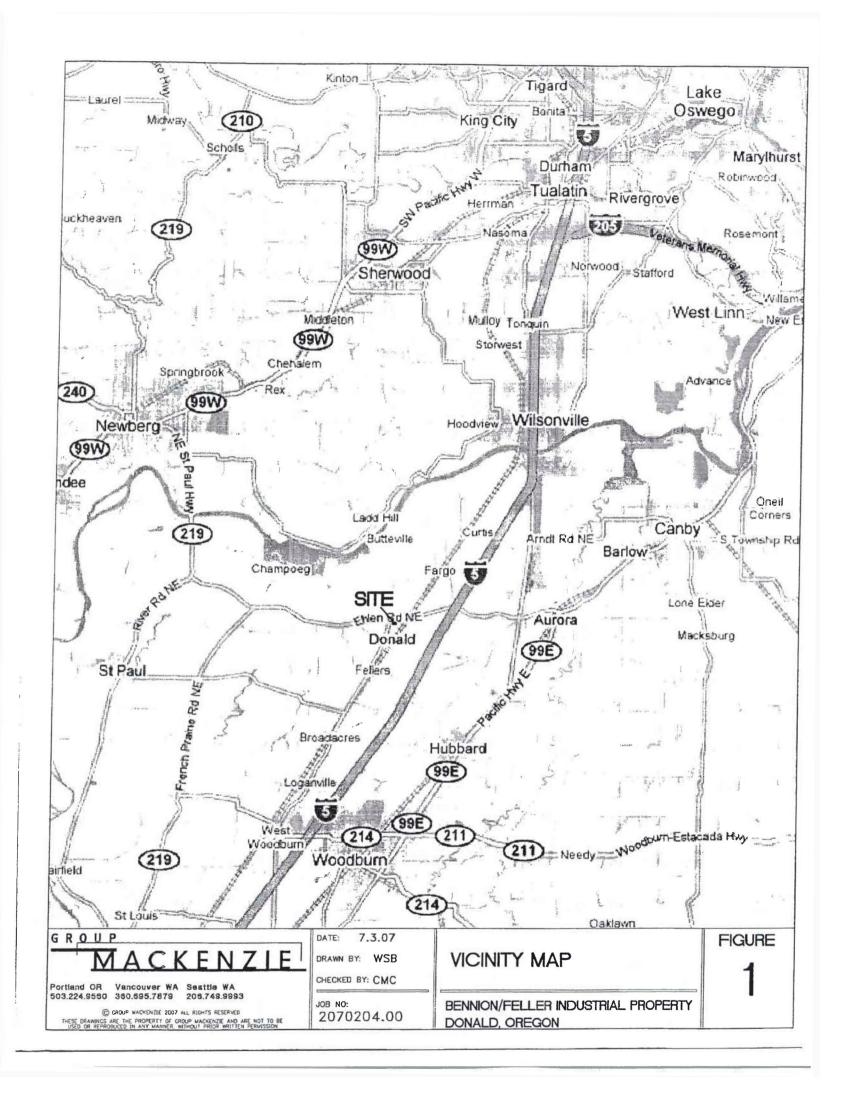
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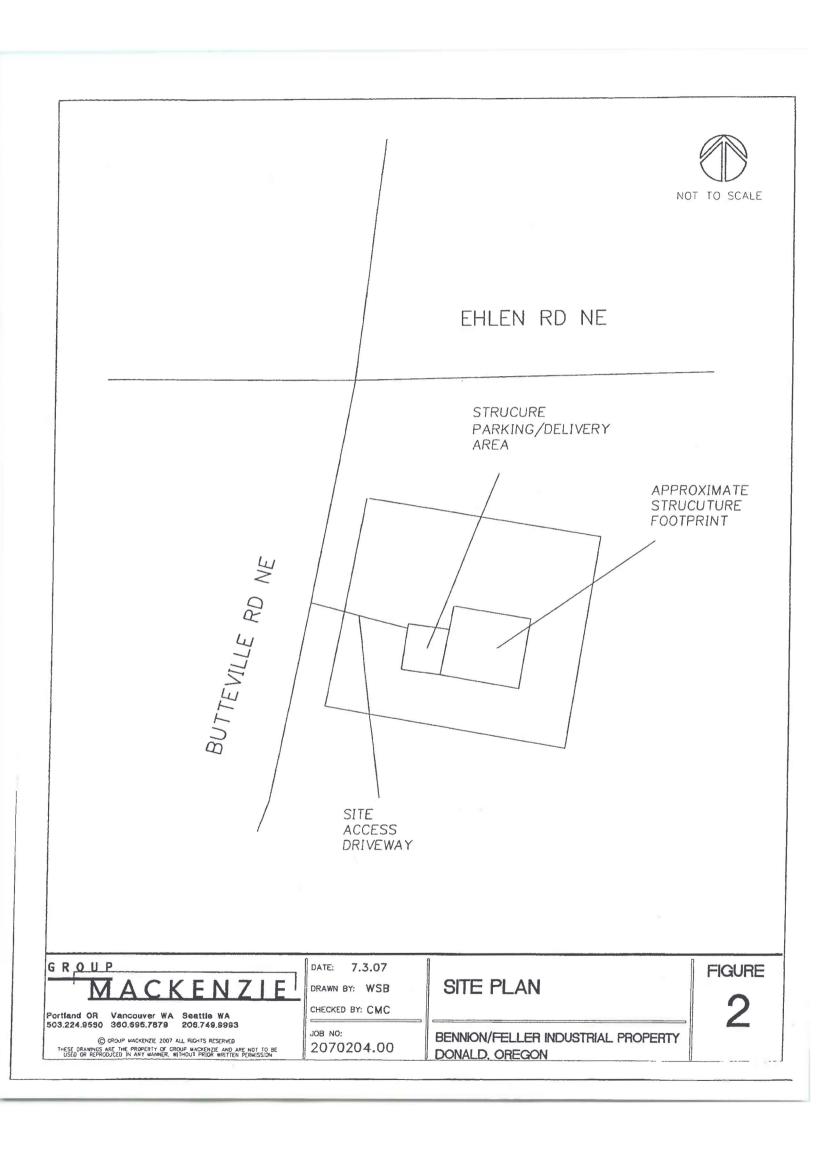
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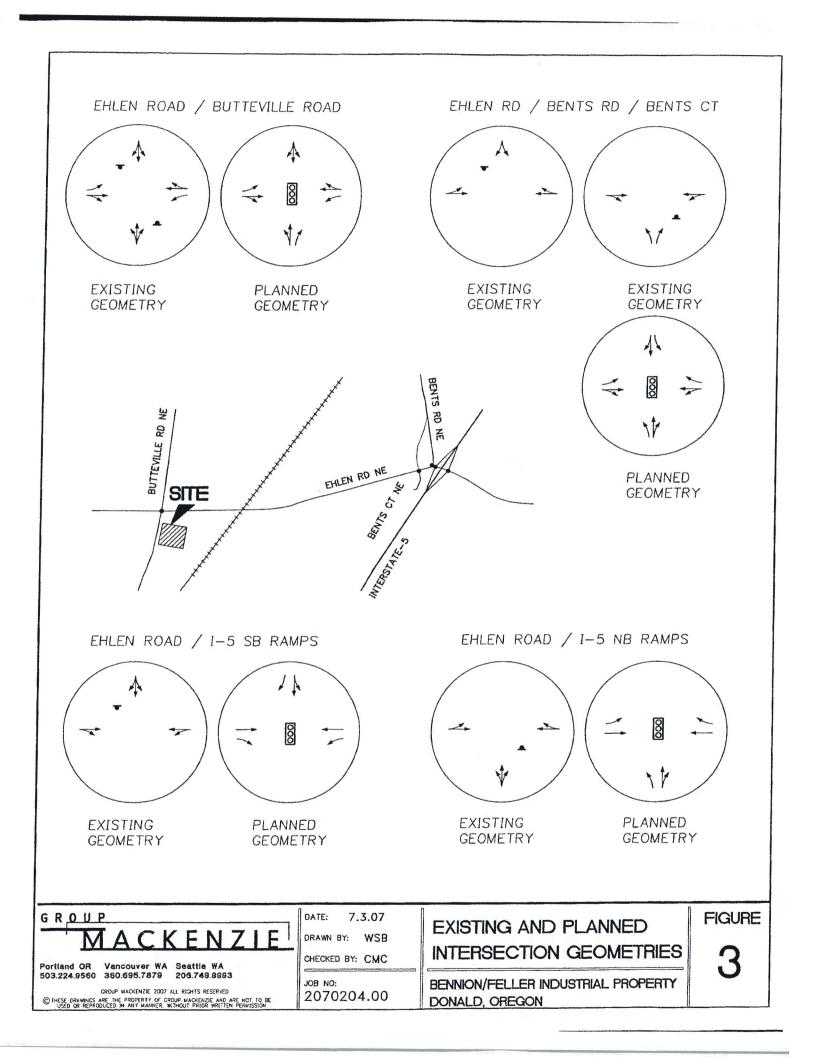
VIII. APPENDIX

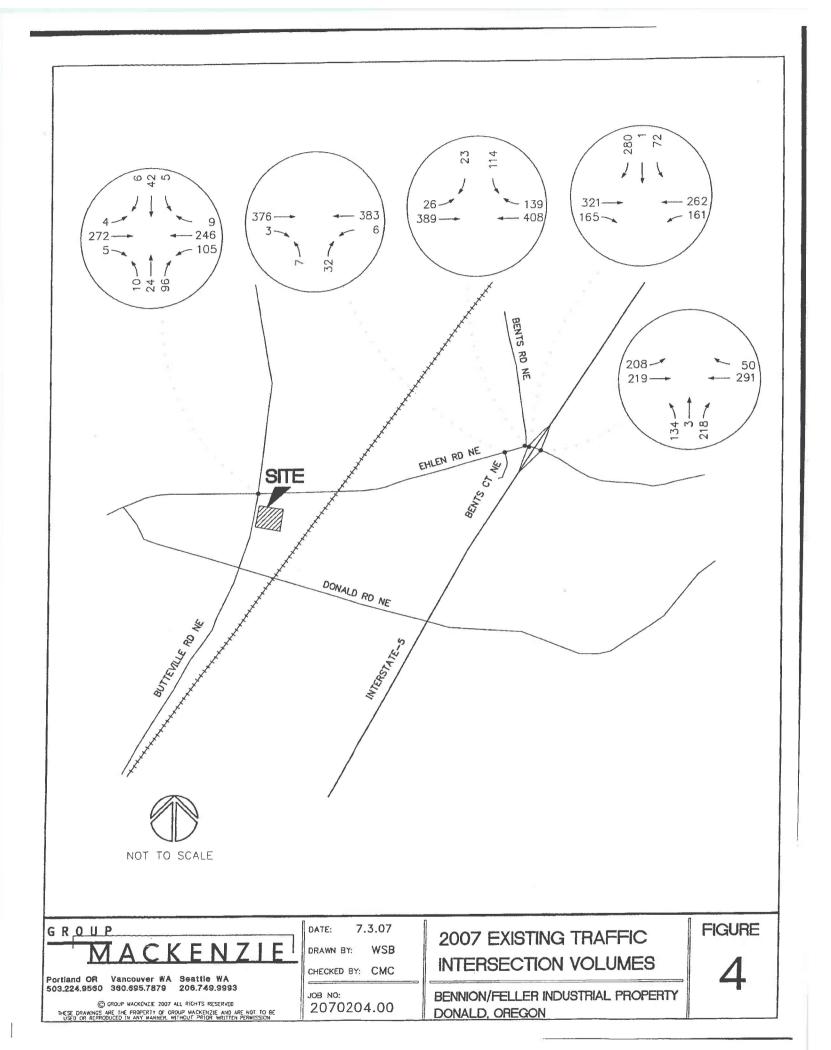
- A. Figures
- B. Traffic Count Summaries
- C. Crash Data
- D. Background Growth
- E. Capacity Calculations
- F. Queuing Calculations
- G. Scope Letter & Requirements

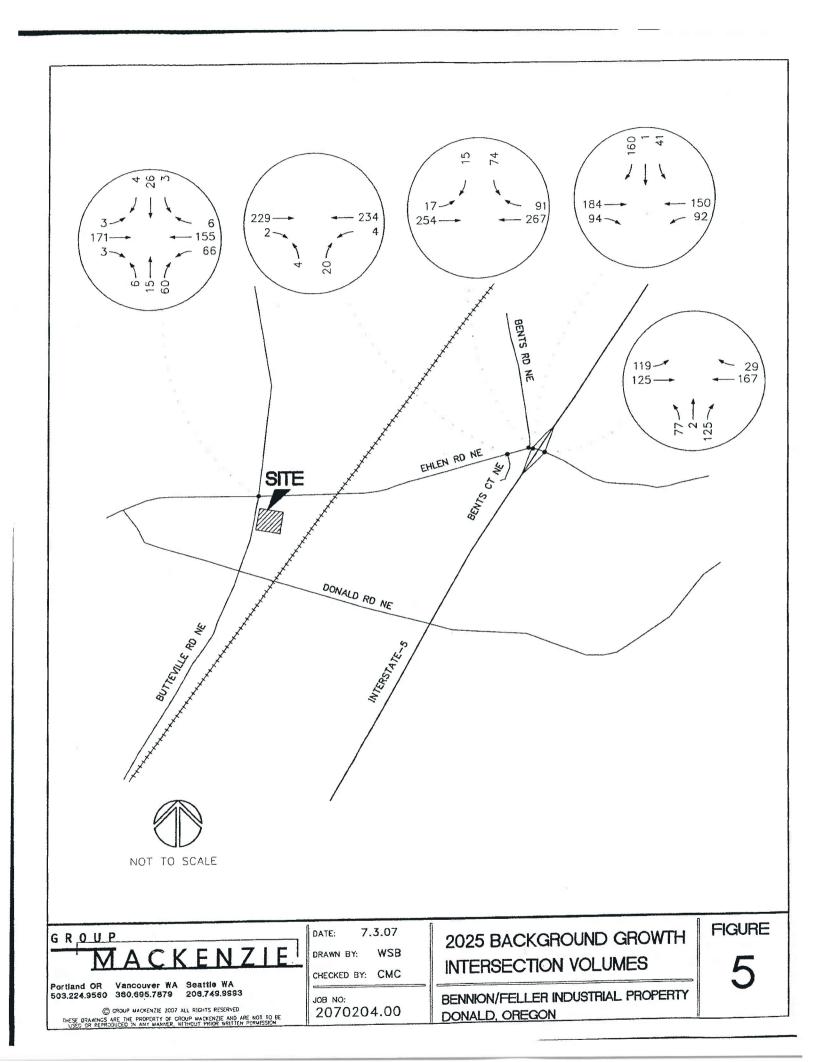
APPENDIX A **Figures**

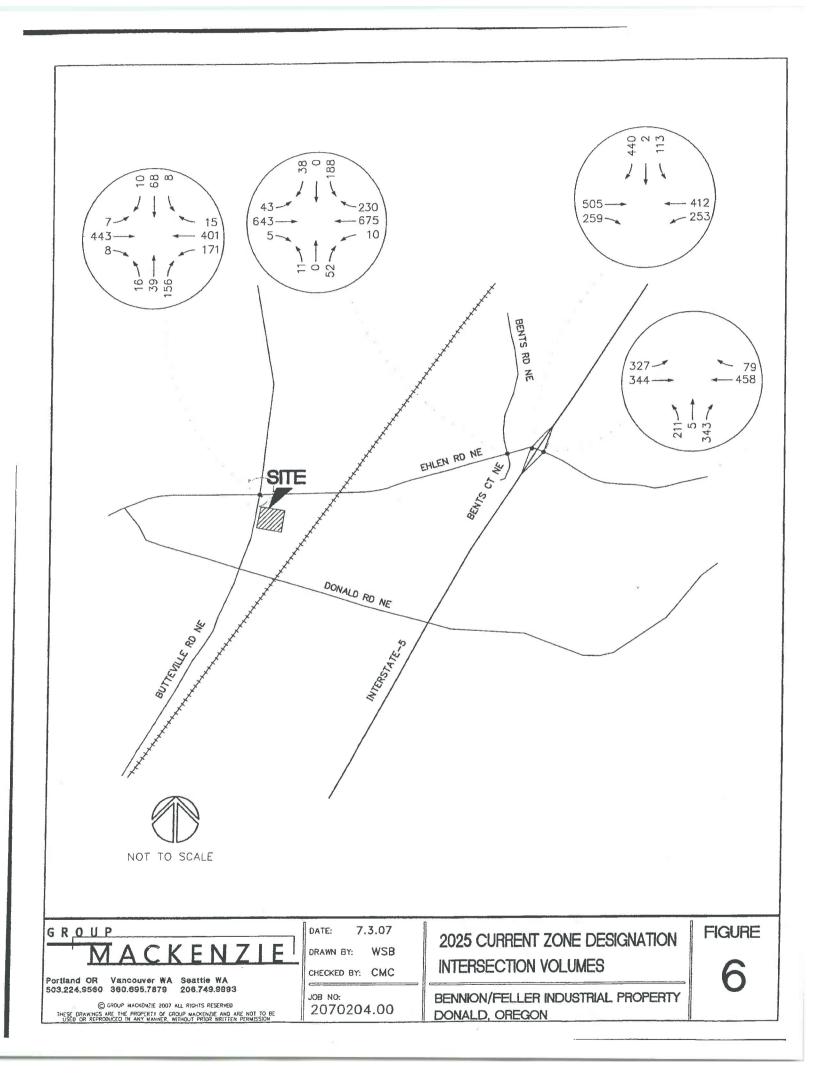


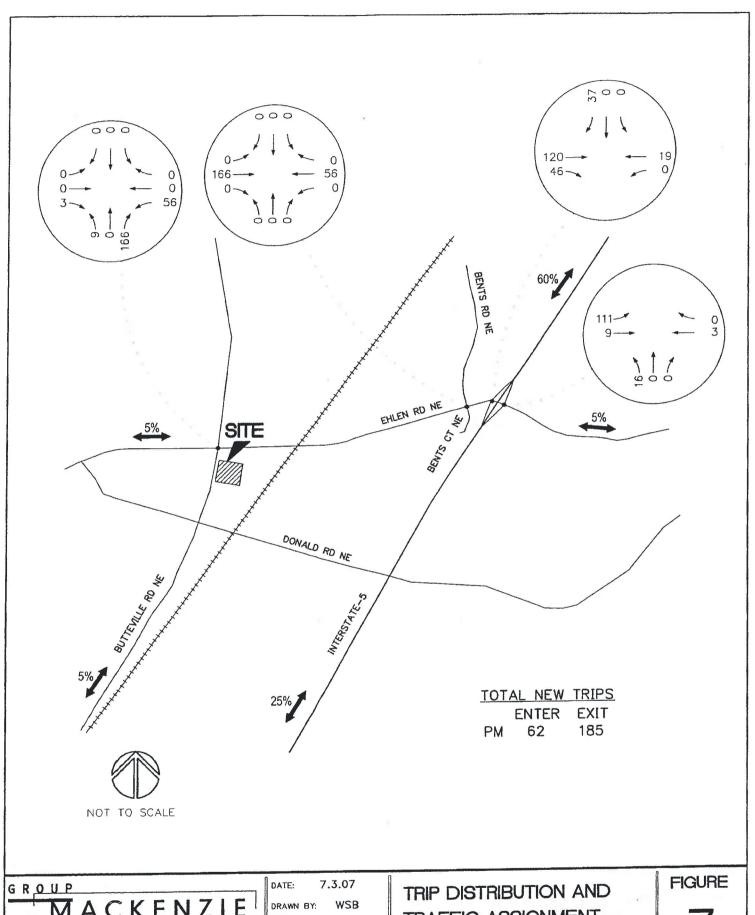












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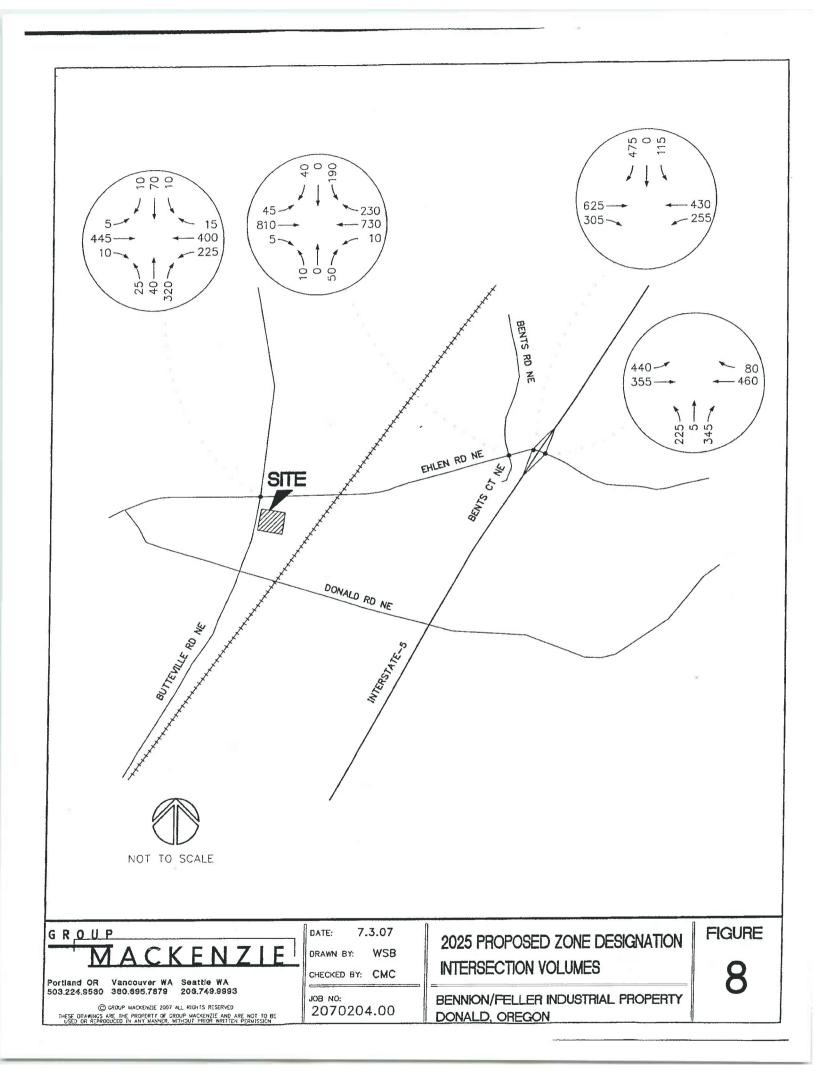
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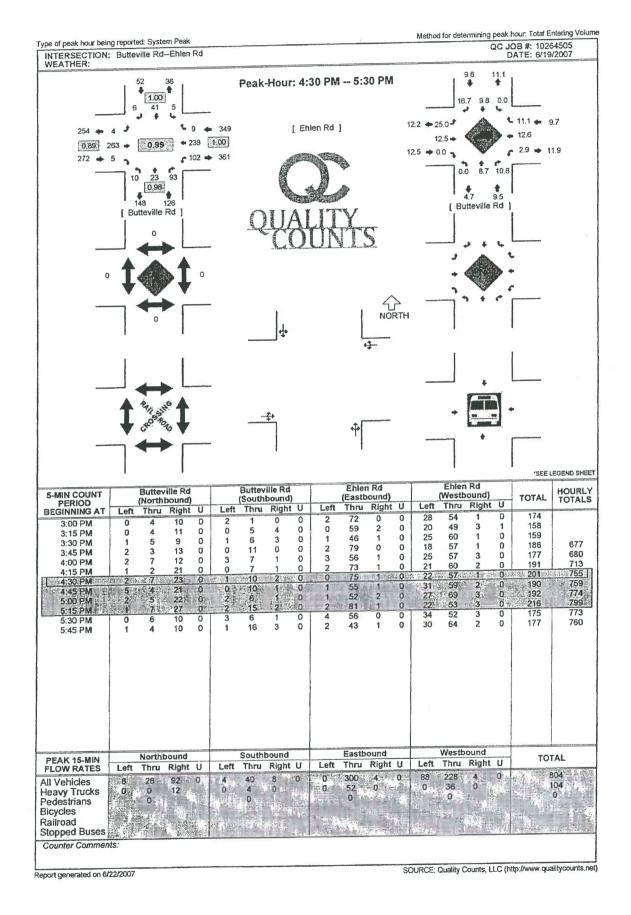
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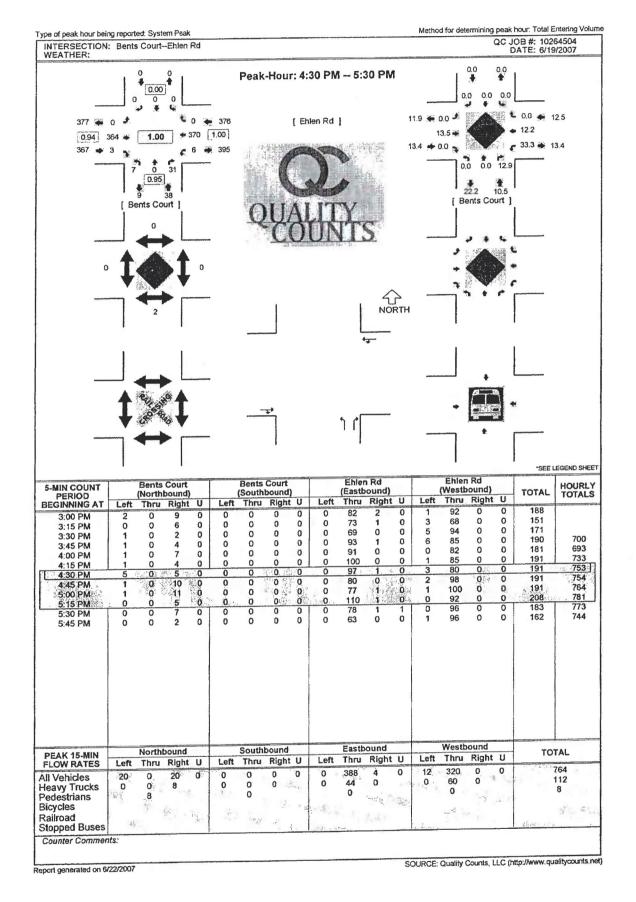
TRAFFIC ASSIGNMENT

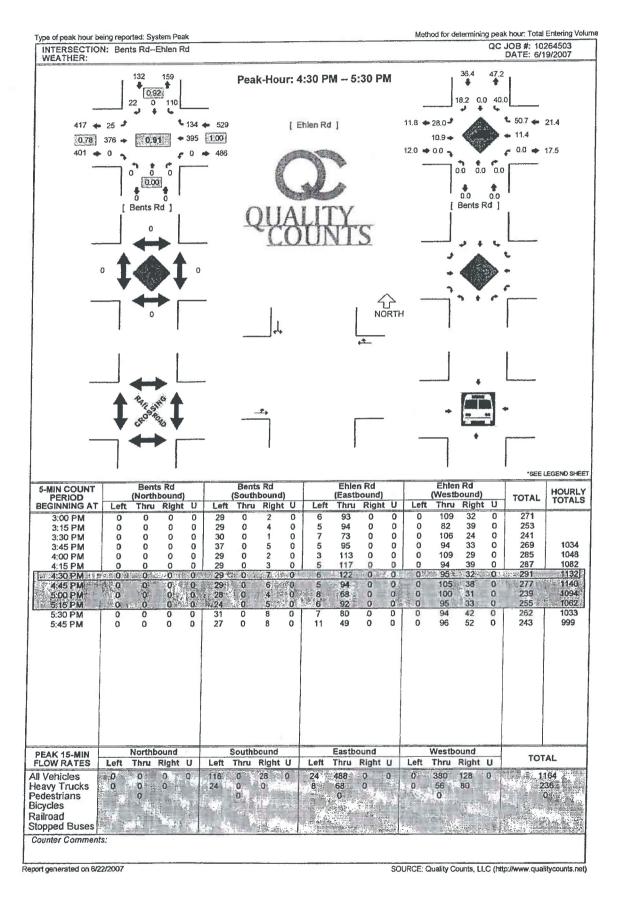
BENNION/FELLER INDUSTRIAL PROPERTY DONALD, OREGON

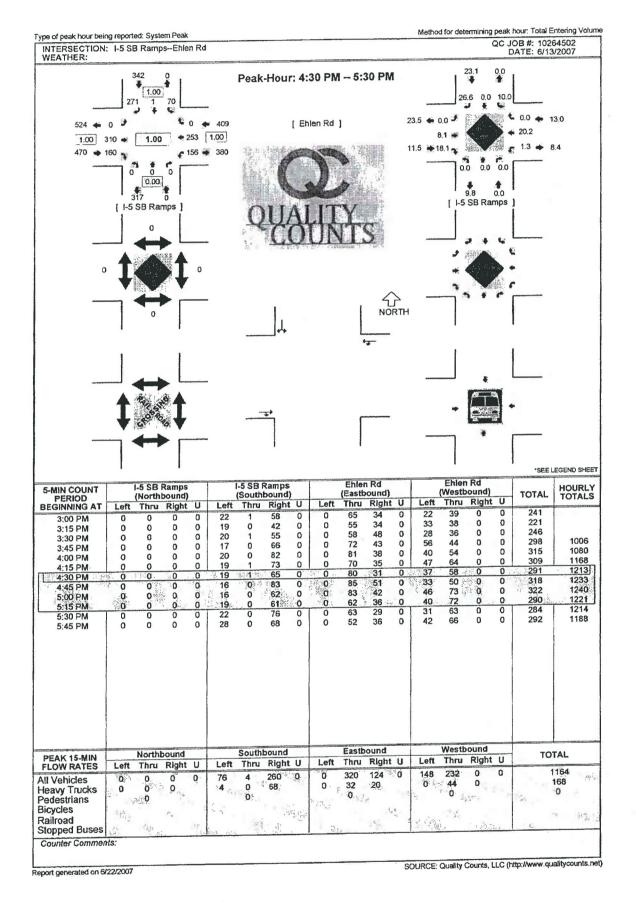


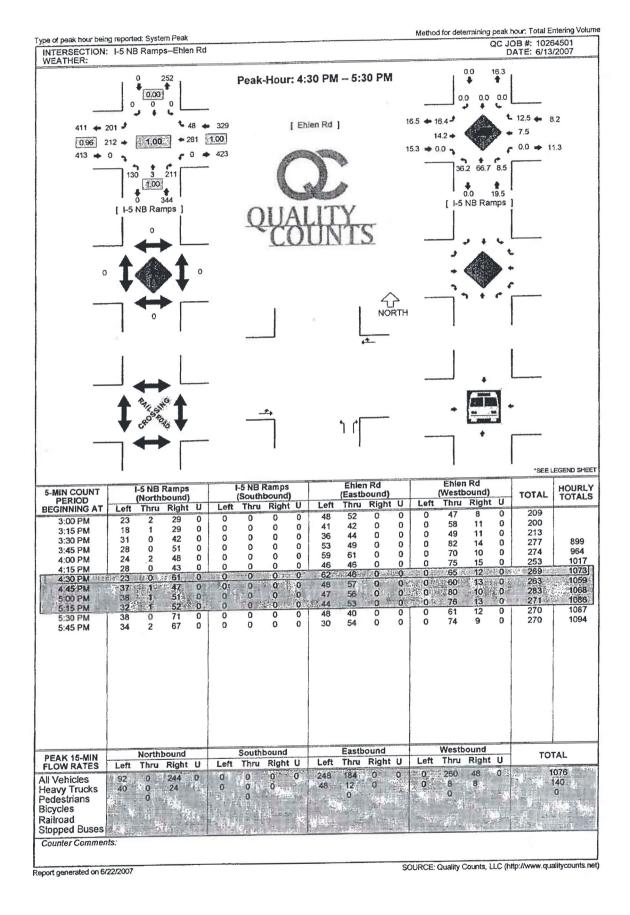
APPENDIX B **Traffic Count Summaries**











APPENDIX C
Crash Data

CALCULATIONS

Ehlen Road/Butteville Road

Peak Hour Volume = 799 veh

Million Entering Vehicles (MEV) per Year =

$$\left(\frac{Peak\ Hour\ Volume *10 *365}{1,000,000}\right) = \left(\frac{799 *10 *365}{1,000,000}\right) = 2.92\ \text{MEV}\ /\ \text{year}$$

Crash Rate =

$$\left(\frac{\text{Total number of crashes/}}{\text{Number of Years}}\right) = \left(\frac{19 \text{ crashes/}}{5 \text{ years}}\right) = \frac{1.30 \text{ crashes / MEV}}{2.92 \text{MEV/year}} = 1.30 \text{ crashes / MEV}$$

Ehlen Road/Bents Road

Peak Hour Volume = 1062 veh

Million Entering Vehicles (MEV) per Year =

$$\left(\frac{Peak\ Hour\ Volume*10*365}{1,000,000}\right) = \left(\frac{1062*10*365}{1,000,000}\right) = 3.88\ MEV\ /\ year$$

Crash Rate =

$$\frac{\left(\frac{Total \, number of \, crashes}{Number of \, Years}\right)}{\frac{MEV}{year}} = \frac{1 \, crash}{\frac{5 \, years}{3.88 MEV}} = 0.05 \, crashes \, / \, MEV$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE Ehlen Road at Butteville Road in Marion County 1-1-2002 through 12-31-2006

PAGE: 1

		COLLISION TYPE	YEAR: 2006	ANGLE	2006 TOTAL	YEAR: 2005	ANGLE	TURNING MOVEMENTS	2005 TOTAL	YEAR: 2004	ANGLE	2004 TOTAL	YEAR: 2003	ANGLE	SIDESWIPE - OVERTAKING	TURNING MOVEMENTS	2003 TOTAL	YEAR: 2002	ANGLE	2002 TOTAL	FINAL TOTAL
		CRASHES		0	0		0	0	0		0	0		0	0	0	0		0	0	0
NON	FATAL	CRASHES		2	2		က	-	4		0	0		3	0	0	က		ന	က	12
PROPERTY	DAMAGE	ONLY		0	0		-	0	4		2	2		-	~	-	6		-	٣-	7
	TOTAL	CRASHES		2	2		4	*	S		2	2		4	4	1	9		4	4	19
	PEOPLE	KILLED		0	0		0	0	0		0	0		0	0	0	0		0	0	0
	PEOPLE	INJURED		7	7		3	9	80		0	0		2	0	0	5		13	13	33
		TRUCKS		0	0		0	0	0		0	0		0	0	0	0		0	0	0
	DRY	SURF		2	2		2	0	2		-	-		2		***	4		4	4	13
	WET	SURF		0	0		2	-	က		-	*		2	0	0	2		0	0	9
		DAY		2	2		2	0	2		_	~~		က	4	0	4		က	က	12
		DARK		0	0		2	-	က		4	*-			0	-	2		τ-	-	7
	INTER-	SECTION		2	2		4	4	5		2	2		4	_	_	9		4	4	19
INTER-	SECTION	RELATED		0	0		0	0	0		0	0		0	0	0	0		0	0	0
	OFF.	ROAD		0	0		0	0	0		0	0		0	0	0	0		0	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

PAGE: 1		CAUSE	02	00	1		00	00	0.5	0 0	20	00	0.0	000	3	00	0.5		05			0.2				03	0.3				
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RANSPORTATION - TRANSPORTATION - CRASH ANALYSIS	Ehlen Road at Butteville Road in Marion County 1-1-2002 through 12-31-2006	CRASH TYP COLL TYP SVRTY	-OTH	PIXO	3				ANGL-OTH	ANGL	2117								ANGL-OTH ANGL INJ							ANGL-OTH	INJ				
TION - T	eville R	OFF-RD WTHR RNDBT SURF DRVWY LIGHT	CLR	DAY					CLR	DRY	TV0								CLR DRY							CLR					
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UNIT	
CRASH ANALYSIS AND REPORTING	COUNTY ROAD CRASH LISTING
	CR
N DATA SECTION	COUNTY ROAD
TRANSPORTATIC	
	TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

PAGE: 2 ISION CDS380 7/12/2007

			L	RANSPORT	TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REFORTING UNIT COUNTY ROAD CRASH LISTING	ECTION Y ROAD	- CRASH	H ANALYSIS	AND REPORTI	NG UNIT					
MARION COUNTY				Ehle	Ehlen Road at Butteville Road in Marion	uttevi	lle Road	d in Mario	n County						
					1-1-20	102 thr	1-1-2002 through 12-31-2006	-31-2006							
S D R S W E A U C O DATE SER# E L G H R DAY INVEST D C S L K TIME	MILEPNT DIST FROM INTERSECT	COUNTY ROADS 4 FIRST STREET 5 SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) INT-REL LEGS TRAF- (#LANES) CONTL	1	OFF-RD W RNDBT SI DRVWY L	WTHR CRA SURF COI	CRASH TYP COLL TYP SVRTY	SPCL USE TRLR QTY OWNER V# VEH TYPE	MOVE FROM TO	PRTC INJ P# TYPE SVRTY	A S G E LICNS PED E X RES LOC	PED LOC ERROR	ACTN EVENT	CAUSE
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									02 NONE 0 PRVTE PSNGR CAR	STRGHT	DRVR INJB	× ×	028	015	02
											03 PSNG INJC	33 M 02 M			
03720 N N N N 7/18/2003 COUNTY Fri 3P	3 6.00	59000	INTER CN 02	CROSS 99	STOP SIGN	ZZZ	CLR AND DRY AND DAY IN	ANGL~OTH ANGL	01 NONE PRVTE PSNGR CAR	S N S	01 DRVR NONE	21 M OR-Y OR<25	028	015	00 02
									02 NONE PRVTE PSNGR CAR	STRGHT E W	01 DRVR INJC	39 F OR-Y OR<25	000	000	00
05503 N N N 10/15/2003 NONE Wed 12P	003 6,00	00065	INTER CN 02	CROSS 99	N L-TURN RE	ZZZ	CLR S- DRY SS DAY PD	S-STRGHT SS-O PDO	01 NONE PRVTE PSNGR CAR	TURN-L	01 DRVR NONE	29 M OR-Y OR<25	044	000	100
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06924 N N N 12/14/2003 COUNTY SUN 11A	6.00	59000	INTER CN 02	CROSS 99	STOP SIGN	zzz	CLD AL	ANGL-OTH ANGL PDO	DI NONE PRVTE PSNGR CAR	STRGHT E W	01 DRVR NONE 02 PSNG NO<5 03 PSNG NO<5	24 M OR-Y OR<25 02 F	000	000 000 000	00 00 00 00 00

PAGE: 3	CAUSE	00	03	00	000	00	00000	00	03	000	00 00
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	A PRTC INJ G TYPE SVRTY E	DRVR NONE 54	01 DRVR NONE 60	01 DRVR NONE 22	01 DRVR NONE 50	01 DRVR NONE 57	DRVR NONE 37	DRVR NONE	DRVR INJB	DRVR INJA	01 DRVR NONE
r DIVISION 5 UNIT	MOVE FROM TO P#	STRGHT S N 01	STRGHT S N	TURN-L E S 01	STRGHT E W 01	STRGHT S N 01	STRGHT E W 01	STRGHT S N 01	STRGHT S N 01	TURN-L E S 01	STRGHT E W 0
OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT COUNTY ROLD CRASH LISTING Ehlen Road at Butteville Road in Marion County 1-1-2002 through 12-31-2006	SPCL USE TRLR OTY I OWNER V# VEH TYPE	02 NONE PRVTE PSNGR CAR	01 NONE PRVTE PSNGR CAR	OZ NONE PRVTE PSNGR CAR	01 NONE PRVTE PSNGR CAR	02 NONE PRUTE PSNGR CAR	01 NONE PRUTE PSNGR CAR	02 NONE PRVTE PSNGR CAR	01 NONE PRVTE PSNGR CAR	OC NONE PRVTE PSNGR CAR	01 NONE PRVTE PSNGR CAR
MENT OF TRANSPORTATION - TRANSPORTATION DEVELO ORTATION DATA SECTION - CRASH ARALYSIS AND REPO COUNTY ROAD CRASH LISTING Ehlen Road at Butteville Road in Marion County 1-1-2002 through 12-31-2006			ANGL-OTH TURN PDO		ANGL-OTH ANGL PLO		ANGL-OTH ANGL PDO		ANGL-OTH TURN INJ		ANGL-OTH ANGL INJ
RANSPORTATION - CRASH MALYSDORTAT SECTION - CRASH MALYSTORY ROAD CRASH LISTING at Butteville Road in Marting 1-1-2002 through 12-31-2006	OFF-RD WTHR RNDBT SURF DRVWY LIGHT		N CLR N DRY N DUSK		N GLD N WET N DAY		N CLR N DRY N PUSK		N RAIN N WET N DARK		N CLR N DRY N DAY
OF TRANSPO TON DATA SE COUNTY Road at B	NT~REL OF RAF- RNI		N STOP SIGN		N STOP SIGN		N STOP SIGN		N STOP SIGN		STOP SIGN
DEPARTMENT TRANS FORTAT Ehler	INT-TYP (MEDIAN) INT-REL LEGS TRAF- (#LANES) CONTL		CROSS P		CROSS 1		CROSS 99		CROSS 99		CROSS 99
OREGON	RD CHAR DIRECT LOCTN		INTER CN 02								
	COUNTY ROADS FIRST STREET SECOND STREET		00065		00065		00065		9000		00065
	MILEPNT COU DIST FROM FIE INTERSECT SEC		6.00 00		00 00.9		00.9		00.9		00.9
7007	DATE DAY TIME		12/26/2003 Fri 4P		N 1/25/2004 Sun 9A		N 7/22/2004 Thu 9P		N 4/3/2005 Sun 9P		N 4/28/2006 Fri 4P
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CDS380	SER# INVEST		U7102 NONE		00289 COUNTY		02741 COUNTY		01202 COUNTY		01576 COUNTY

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N N N S 2 W T THE S W N N N N S 29/2005 The S 2 W T THE S 2 W W N N N S 29/2002 W W W W S 2 W W W W W W W W W W W W W			Ehlen Road at Butteville Road in Marion County 1-1-2002 through 12-31-2006	Buttev 2002 th	ille Rc rough 1	d at Butteville Road in Maria 1-1-2002 through 12-31-2006	on County						
N N N 3/15/2005 6.00 (The 3P		I DIRECT LOCTN (0	INT-TYP (MEDIAN) INT-REL LEGS TRAF- (#LANES) CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	SPCL USE TRLR QTY MOVE OWNER FROM V# VEH TYPE TO	/E OM P#	A PRTC INJ G TYPE SVRTY E	S E LICNS PED X RES LOC ERROR	RROR	ACTN EVENT	CAUSE
N N N 3/15/2005 6.00 G 3 P 3 P 3 P 3 P 3 P 3 N N N N 5/29/2002 3.55 N N N N 5/29/2002 3.55							02 NONE ST PRVTE S PSNGR CAR	STRGHT S N 01	DRVR INJB 17		900	015 013 000	00
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N N N N 5/29/2002 3.55 Ned 11A 11A N N N N 6/18/2003 3.55							PRUTE S PRUGR CAR. PSNGR CAR. 03 NONE S1 PRUTE E PRUTE E	RGHT N RGHT	01 DRVR INJB 27	27 M OR-Y ORC25	021	000 013 000 022	00 00
N K K/18/2002 3.55	96000	INTER CN 01	CROSS N STOP SIGN	zzz	CLR DRY DAY	ANGL-OTH ANGL PDO		RGHT		s s	028	015	0 0 0 0 0
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96 d6	96000	INTER CN 02	CROSS N STOP SIGN 99	z z z	CLR DRY DLIT	ANGL-OTH ANGL INJ	O1 NONE ST PRVTE E PSNGR CAR	RGHT	01 DRVR INJB 70 02 PSNG INJB 67	M OR-Y OR<25	000	000 000 000	00 00 00

PAGE: 5	CAUSE	00 05 07	00	00
	ACTN EVENT	000	000	000
ORECON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH AMALYSIS AND REPORTING UNIT COUNTY ROAD CRASH LISTING ENIEM Road at Euteville Road in Marion County 1-1-2002 through 12-31-2006	SPCL USE RD CHAR (MEDIAM) INT-REL OFF-RD WTHR CRASH TYP TRLR QTY MOVE DIRECT LEGS TRAR-R RNDBT SURF COLL TYP GWNER FROM FRIC INJ G E LICHS PED LOCTH (#LANES) CONTL DRVWY LIGHT SVRTY V# VEH TYPE TO PH TYPE SVRTY E X RES LOC ERROR	02 NONE STRGHT PRITE S N PSNGR CAR 01 DRVR NONE 29 M OR-Y 028 OR>25 INTER CROSS N N RAIN ANGL-OTH 01 NONE STRGHT	STOP SIGN N WET ANGL PRUTE N DUSK INJ PSKGR CAR	02 NONE STRGHT PROTE S N PSNGR CAR 01 DRVR NONE 80 M OR-Y 028 OR<25
CDS380 7/12/2007 MARION COUNTY	S D P R S W MILEPNT COUNTY ROADS SER# E L G H R DAY DIST FROM FIRST STREET INVEST D C S L K TIME INTERSECT SECOND STREET	04280 N N N 10/31/2005 3.55 00096	NONE Mon S.P.	

CDS150 07/12/2007

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE Ehlen Road at Bents Road in Marion County 1-1-2002 through 12-31-2006

PAGE: 1

		NON	PROPERTY										INTER-	
	FATAL	FATAL	DAMAGE	TOTAL	PEOPLE	PEOPLE PEOPLE		DRY	WET			INTER-	SECTION	OFF.
COLLISION TYPE	CRASHES	CRASHES CRASHES	ONLY	ONLY CRASHES KILLED INJURED TRUCKS SURF	KILLED	INJURED	TRUCKS	SURF	SURF	DAY	DARK	SECTION	DAY DARK SECTION RELATED ROAD	ROAD
YEAR: 2005														
TURNING MOVEMENTS	0	-	0	_	0	-	~	-	0	~	0	•	0	0
2005 TOTAL	0	4~	0	-	0	-	-	-	0	~	0	-	0	0
FINAL TOTAL	0	-	0	-	0	+-	-	***	0	~	0	-	0	0
Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.	AV's vehicle cra	sh reporting r	equirements, 6	ffective 01/01	/2004, may	result in few	ver property (damage onl	ly crashes b	oeing eligit	ole for incl	usion in the		

DEVELOP	REPOF
O NC	AND
RANSPORTATION	CRASH ANALYSIS AND REPOR
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PAGE: 1

CAUSE 02 00 02

		ACTN EVENT	010 015 000	000
		D C ERROR	028	000
		A S FRIC INJ G E LICHS PED PH TYPE SVRIY E X RES LOC ERROR	7 M OR-Y OR< 25	3 M OR-Y OR<25
		A PRTC INJ G TYPE SVRTY E	01 DRVR NONE 27 M OR-Y OR 2	OI DRVR INJB 33 M OR-Y OR<28
IVISION				STRGHT E W 01 DR
MENT D		T MOVE FROM	1 TUR	
OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT COMMANY DATA CRASH TOWNER	County	SPCL USE TRIR OTY MOVE OWNER FROM V# VEH TYPE TO	ANGL-OTH 01 NONE 1 TURN-L TURN PRVTE N E INJ SEMI TOW	02 NONE PRVTE PSNGR CAR
RANSPORTATION - TRANSPORTAT ATA SECTION - CRASH ANALYSI CONNEY ROAD CRASH ITETING	Ehlen Road at Bents Road in Marion County 1-1-2002 through 12-31-2006	INT-TYP (MEDDAN) INT-REL OFF-ED WTHR CRASH TYP LEGS TRAF- RNDBT SURF COLL TYP (#LANES) CONTL DRVWY LIGHT SVRTY	ANGL-OTH TURN INJ	
TION - ON - CR	nts Roa hrough	WTHR SURF LIGHT	CLR DRY DAY	
SPORTA A SECTI	1 at Ber -2002 t	OFF-RD RNDBT DRVWY	z z z	
OF TRAN	en Road	INT-REL TRAF- CONTL	STOP SIGN	
RTMENT	Ehl	INT-TYP (MEDIAN) INT-RE LEGS TRAF- (#LANES) CONTL	3-LEG N S7	
N DEPA			÷.	
OREGO		RD CHAR DIRECT LOCTN	INTER CN 01	
		ROADS STREET STREET		
		COUNTY ROADS FIRST STREE SECOND STREE	96000	
		MILEPNT DIST FROM INTERSECT	5.18	
7/12/2007	X.	R S W U C O DATE G H R DAY S L K TIME	N N 6/24/2005 Fri 3P	
	MARION COUNTY	CHERTS	z z	
CDS380	MARIO	SER# INVEST	02334 STATE	

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PAGE: 1

Pacific Hwy/I-5 (Hwy #1, Route I-5) SB ramps at Ehlen Road in Marion County 1-1-2002 through 12-31-2006

000 INTER- SECTION OFF-SECTION RELATED ROAD 00 00 000 00 00 22 6 00 00 DARK DAY (n) 22 0 00 00 WET DRY SURF 3 6 TRUCKS 22 77 00 PEOPLE PEOPLE KILLED INJURED 00 ကက 00 0 TOTAL CRASHES ကက တ 2 2 NON- PROPERTY FATAL DAMAGE CRASHES ONLY 2 2 00 00 22 FATAL CRASHES 0 00 00 00 COLLISION TYPE
YEAR: 2005
TURNING MOVEMENTS
2005 TOTAL FINAL TOTAL YEAR: 2003 REAR-END 2003 TOTAL YEAR: 2002 REAR-END 2002 TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

PAGE: 1	CAUSE	06, 08 00 08	90	70		01 01		01 01 01		00 07	00	000
PA	ACTN EVENT	000	000	000	011	000	011	000	011	000	011	000
	ERROR	900	019	026	000	026	000	026	000	920	000	026
	A S G E LICNS PED E X RES LOC	72 M OTH-Y N-RES	66 M OR-Y OR<25	30 M OR-Y OR<25	26 F OR-Y OR<25	OO U UNK	48 M OR-Y OR<25	66 M OR-Y OR<25	24 M OTH-Y N-RES	25 F OR-Y OR<25	38 M OR-Y OR<25	55 M OR-Y OR<25
ISION IT County	PRTC INJ P# TYPE SVRTY	01 DRVR NONE	01 DRVR NONE	01 DRVR NONE	OI DRVR NONE	01 DRVR NONE	01 DRVR NONE	01 DRVR NONE	01 DRVR NONE	01 DRVK NONE	01 DRVR NONE	01 DRVR NONE
OPMENT DIV	SPCL USE TRLR QTY MOVE OWNER FROM VEH TYPE TO	NONE 1 TURN-L PRVIE N E SEMI TOW	NONE O STRGHT PRVTE N S PSNGR CAR	NONE 0 STRGHT PRVTE N S PSNGR CAR	NONE O STOP PRVTE N S PSNGR CAR	NONE O STRGHT PRVTE N S PSNGR CAR	NONE O STOP PRVTE N S BOBTAIL	NONE O STRGHT PRVTE N S PSNGR CAR	NONE O STOP PRVTE N S PSNGR CAR	NONE STRGHT PRVTE N S PSNGR CAR	NONE STOP PRVTE N S PSNGR CAR	NONE STRGHT PRVTE N S PSNGR CAR
NT OF TRANSPORTATION - TRANSPORTATION DEVEL ALION DIA SECTION - CRASH ANALYSIS AND REFOONTIANOUS SYSTEM CRASH LISTING (HAY #1, ROUTE 1-5) SB ramps at Ehlen Road 1-1-202 through 12-31-206	CRASH TYP COLL TYP SVRTY V#	S-1TURN 01 N TURN PE PDO SE	02 M	S-1STOP 01 N REAR P FDO PS	02 N	S-ISTOP 01 N REAR P	02 %	S-1STOP 01 N REAR PDO P	002	S-1STOP 01 REAR PDO P	02	S-1STOP 01 REAR INJ
TRANSPORTATION - DATA SECTION - NATINUOUS SYSTEM 1, Route I-5) Si 1-1-2002 throug	REL OFFRD WTHR - RNDBT SURF DRVWY LIGHT	N CLR N DRY N DAY		N N CLR STOP SIGN N DRY N DAY		N CLR STOP SIGN N DRY N DAY		N CLR N DRY N DAY		N CLR STOP SIGN N DRY N DAY		N N CLR STOP SIGN N DRY N DAY
N DEPARTMENT OF TRANSPORTATION C C Hwy/I~5 (Hwy H	INT-TYP (MEDIAN) INT-REL LEGS TRAF- (#LANES) CNTL	CROSS N UNKNOWN 0		CROSS N STOP		CROSS N STOP		CROSS N STOP		CROSS 99		CROSS 99
OREGON T Pacific	RD CHAR PIRECT LOCTN	INTER UN 06		INTER N 06		INTER N 06		INTER N 06		INTER N 06		INTER N 06
	CONN # FIRST STREET SECOND STREET	~		•		4		- Tr		4		4
	RD# FC COMPNT MLG TYP MILEPNT	1 09 6 0 279.04		1 02 6 0 279.05		1 02 6 0 279,05		1 09 6 0 279.05		1 09 6 0 279.05		1 09 6 0 279.05
	COUNTY CITY URBAN AREA	09/08/2005 MARION Thu 9A		2002 MARION		2002 MARION		2002 MARION		05/21/2003 MARION Wed 5P		06/03/2003 WARION Tue 5P
7/12/2007 FIC	S D R S W E A U C O DATE I G H R PAY O C S L K TIME	N N N 09/08/2 Thu 9A		N N N N 03/26/2002 WARION Tue 8A		N N N N N 05/30/2002 MARION Thu 8A		N N N N 10/08/2002 MARION Tue 5P		N N N 05/21/ Wed 5P		N N N 06/03/ Tue 5P
CDS360 001 PACIFIC	S P E SER# E INVEST D	83759 N NO RPT		01658 N NONE		02753 N STATE		05537 NONE		02623 NONE		02879 NONE NONE

PAGE: 2	CAUSE	00	000	00	00	00 00 00	00	10 00 00	00
	ACTN EVENT	000	000	011	000	000	011 000	000	000
	PED LOC ERROR	000	026	000	000	026	000	000	019
	A S G E LICNS PE E X RES LC	53 M OR-Y OR<25	50 M OR-Y OR>25	28 M OR-Y	30 M 0E	63 M OR-Y OR-25	54 F OR-Y OR<25	54 F OR-Y OR>25	20 M OR-Y
SION	PRTC INJ TYPE SVRTY	01 DRVR INJC	01 DRVR NONE	01 DRVR INJC	02 PSNG INJC	01 DRVR NONE	01 DRVR NONE	01 DRVR NONE	OI DRVR NONE
MENT DIVI (TING UNIT	MOVE FROM TO P#	STOP S N	STRGHT N S 0	STOP N S 0	0	STRGHT N S	S N S	TURN-R N W	TURN-R N W
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Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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APPENDIX D
Background
Growth

Growth Rate Summary Sheet

The following equation was used to calculate the annual background growth rates for each intersection:

$$FV = PV(1 + \%)^{N-1}$$

FV = Future Volumes (2025 Daily Projection)

PV = Present Volumes (2004 Daily Volumes)

N = Number of Years

The following table summaries the annual background growth rates for each road segment:

Road Segment	Growth Rate
Ehlen Rd - from Donald Rd to Butteville Rd	3.83%
Ehlen Rd - from Butteville Rd to Bents Ct	3.15%
Ehlen Rd - from Bents Ct to I-5	3.63%
Ehlen Rd - from I-5 to Oregon 551	2.72%

For the intersections growth rate we averaged the two rates on each side of the road segment. The following table summaries the annual background growth rates that was used in the our analysis for each study intersection:

Intersection	Growth Rate
Ehlen Rd / Butteville Rd	3.49%
Ehlen Rd / Bents Ct	3.39%
Ehlen Rd / Bents Rd	3.63%
Ehlen Rd / I-5 NB Ramps	3.18%
Ehlen Rd / I-5 SB Ramps	3.18%

CHAPTER 6: FUTURE TRAFFIC VOLUME PROJECTIONS

When planning ahead to address the needs of our transportation network, it is important to project the level of traffic that we can anticipate during our planning period and beyond. Population growth plays a key role in determining the needs of a transportation system. Generally, an increase in population results in an increase in the use of transportation facilities, which in most cases means more vehicles on the roadways. For this reason, future population growth is often a good indicator of future increases in traffic volumes. To help paint this 'picture,' we have used population figures compiled by the U.S. Census Bureau, Portland State University Population Research Center, and projections developed by Marion County in coordination with the individual cities in Marion County.

Based on this information, County staff has developed projections of what the future traffic volume will be for the major roadways within Marion County in the year 2025. These project the anticipated demand for travel on each road assuming the roadway will have adequate capacity to handle this demand. We then identify locations where capacity problems are anticipated to develop during the 20-year timeframe of this plan, and these locations are described in Chapter 8.

6.1 POPULATION FORECAST

Marion County is required by Oregon Revised Statutes (ORS 195.036) to establish and maintain a population forecast for the entire county, in coordination with the local cities. This forecast is used in maintaining and updating comprehensive plans. As part of the Marion County Comprehensive Plan, 2020 population projections were developed in cooperation with local governments and adopted by the County in October 1998. The adopted 2020 projections utilized population information provided in the 1997 Office of Economic Analysis (OEA) long-range population forecast report for the state and counties, population estimates for cities and counties provided by the Portland State University Population Research Center, and the respective plans and studies of each of the cities. A conservative growth approach focusing on existing Urban Growth Boundary capacities contained in the existing comprehensive plans of the cities was utilized and adopted by the County.

Amendments to the adopted population projections are reviewed and adopted on a periodic basis, as new population data is made available. The City of Woodburn 2020 population projection was updated in November 2004 based on 2000 Census data, the 2004 OEA long-range population forecast report which incorporated 2000 Census data, and a population and employment projection study developed by the city. Marion County will again be addressing the population projections for all the cities and the unincorporated area of the county through a coordinated process to develop and adopt new 2025 or 2030 population projections for use in updating comprehensive plans.

In 1998, Marion County initiated a countywide Growth Management Project that resulted in the 2002 adoption of an Urban Growth Management Framework that is part of the Urbanization Element of the Marion County Comprehensive Plan. The Framework is a coordinated planning strategy that provides the county and cities with a guide when considering urban expansion needs and decisions in response to growth issues. It contains long-range 2050 population forecasts that can be used to begin considering planning issues beyond the standard 20-year horizons of local plans.

CITY	2000 CENSUS	2003 PSU ANNUAL ESTIMATE (Preliminary)	2020 COUNTY FORECAST	2050 LONG-RANGE FORECAST
County Total	284,834	295,900	359,581	500,400

- (1) Marion County portion only (Salem and Keizer forecasts coordinated with SKATS and are portion of entire Salem/Keizer area forecast total)
- (2) Includes Keizer
- (3) Estimated by County staff.
- Most unincorporated urban population included in urban area projections.

6.2 FUTURE TRAFFIC PROJECTIONS

Future traffic volumes have been projected by County Staff for the year 2025. These projections are based on many factors, including:

- Population projections for the areas served by the road
- · Anticipated growth of cities
- · Anticipated growth of business traffic on the road
- Connections to recreation or tourist activities
- · Directness of the route
- · Character of the roadway
- Anticipated transportation trends
- Land development patterns

As a reference, Figure 6-1 shows the existing traffic volumes on roadways in rural Marion County. This gives us a picture of the traffic volumes currently on the County road system today.

Figure 6-2 shows projected future traffic volume demand on selected major rural roadways. The projected future traffic volumes have been used to identify roadway segments that could experience heavy traffic and unacceptable levels-of-service within the next 20 years if no improvements are made, such as transit improvements, Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, or roadway improvements. As it is not possible to predict the growth of a region with complete accuracy, future traffic projections will need to be updated regularly as more accurate and updated information becomes available.

It is important to note that these projections are for future traffic volume <u>demand</u>. This is our estimate of the number of drivers who would want to use that roadway in the year 2025. This would be equivalent to the projected traffic volume on that road <u>if an adequate supply of roadway capacity is available</u>. In some cases, roadway expansion would have to occur before these volumes of traffic could actually travel on that road. If sufficient capacity is not available, drivers would likely divert to other routes. If these other routes are not available, or if they also lack available capacity, some drivers may choose to make the trip to a different location, not make the trip, or reduce their visits to or business in the region.

Figure 6-3 shows the anticipated growth in traffic volume demand on key roadways in Marion County as a percentage of the current traffic volume on the road.

			1995 Daily	2004 Daily	2025 Daily
Corridor	From	To	Volume	Volume	Projection
Cascade Hwy	Kaufman Rd	Paradise Alley	3600	4600	6000
Cordon Rd	Caplinger Rd (Salem UGB)	State St	10900	14000	26000
Cordon Rd	State St	Center St	13700	17000	28000
Cordon Rd	Center St	Sunnyview Rd	12500	16000	27000
Cordon Rd	Sunnyview Rd	Silverton Rd	10400	14500	25000
Cordon Rd	Silverton Rd	Hayesville Dr	5400	8000	15000
Cordon Rd	Hayesville Dr	Kale St	4300	7000	13000
Cordon Rd	Kale St	Hazelgreen Rd	3700	6400	12000
Deer Park Rd	Culver Dr	Gaffin Rd	2000	2600	3800
Delaney Rd	Sunnyside Rd	I-5	1600	2600	4500
Delaney Rd	I-5	Battlecreek Rd	3000	3400	5500
Delaney Rd	Battlecreek Rd	Turner UGB	2450	2700	4500
Delaney Rd	Turner UGB	3rd Street	2900	3000	5000
Ehlen Rd	Donald Rd	Butteville Rd	3000	6600	14000
Ehlen Rd	Butteville Rd	Bents Ct	5000	8600	16000
Ehlen Rd	Bents Ct	I-5	5800	9800	20000
Ehlen Rd	I-5	Oregon 551	4100	7600	13000
Ehlen Rd	Oregon 551	Aurora UGB	4800	8300	13500
Gaffin Rd	Cordon Rd	Oregon 22	2800	3800	6000
Golf Club Rd	Oregon 22	Stayton UGB	9500	10000	16000
Hazelgreen Rd	Salem UGB	Cordon Rd	5600	6500	10000
Hazelgreen Rd	Cordon Rd	62nd Ave	4100	5400	8000
Hazelgreen Rd	62nd Ave	Howell Prairie Rd	3800	5000	7600
Hazelgreen Rd	Howell Prairie Rd	Shannon Rd	3100	3700	6500
Hazelgreen Rd	Shannon Rd	Brush Creek Rd	3400	4200	6500
Hazelgreen Rd	Brush Creek Rd	Mt. Angel Hwy	4300	5400	8000
Hazelgreen Rd	Mt. Angel Hwy	Silverton UGB	3100	3700	6500
Howell Prairie Rd	Oregon 214	Jordon Rd	500	700	1000
Howell Prairie Rd	Jordon Rd	Macleay Rd	800	900	1300

Corridor	From	To	1995 Daily Volume	2004 Daily Volume	2025 Daily Projection
Meridian Rd	Hobart Rd	Downs Rd	1700	2000	2800
Meridian Rd	Downs Rd	E. College Rd	2400	2600	3200
Meridian Rd	E. College Rd	Marquam Rd	1800	2000	2800
Meridian Rd	Marquam Rd	Woodburn-Monitor Rd	2000	2200	2800
Mill Creek Rd	Marion Rd	Aumsville	3100	2700	4200
Mill Creek Rd	Aumsville	Golf Club Rd	3700	3300	4500
Mt. Angel-Gervais Rd	Oregon 99E	Howell Prairie Rd	1400	2200	3300
Mt. Angel-Gervais Rd	Howell Prairie Rd	Mt. Angel	1300	1300	1800
Mt. Angel Hwy	Hazelgreen Rd	Mt. Angel	2500	3400	5500
Mt. Angel-Scotts Mills Rd	Meridian Rd	Oregon 213	2000	2200	2700
Mt. Angel-Scotts Mills Rd	Oregon 213	Scotts Mills	1600	1800	2300
North Fork Rd	Oregon 22	Pioneer Rd	1300	1500	2000
Orville Rd	South River Rd	Vitae Springs Rd	1300	1800	3000
River Rd	Keizer City Limits	Brooklake Rd	4900	5800	9500
River Rd	Brooklake Rd	Waconda Rd	4500	5100	8000
River Rd	Waconda Rd	French Prairie Rd	3900	4600	7200
River Rd	French Prairie Rd	Mahony Rd	2200	2500	4500
River Rd	Mahony Rd	Davidson Rd	2500	2800	4700
River Rđ	Davidson Rd	St. Paul	2400	2600	4700
River Rd South	Independence Bridge	Orville Rd	3800	4700	6500
River Rd South	Orville Rd	Vitae Springs Rd	2400	2700	4000
River Rd South	Vitae Springs Rd	Sawmill Rd	2400	2800	4100
River Rd South	Sawmill Rd	Riverdale Rd	2500	2900	4200
River Rd South	Riverdale Rd	Salem	2900	3200	5000
Shaw Hwy	Aumsville	Oregon 22	3500	4500	8500
Shaw Hwy	Oregon 22	Brownell Rd	1200	1600	2200
Shaw Hwy	Brownell Rd	Oregon 214	900	1000	1300
ilverton Rd	Cordon Rd	72nd Ave	8900	11000	17500

Corridor	From	То	1995 Daily Volume	2004 Daily Volume	2025 Daily Projection
Interstate 5	Ankeny Hill Rd	Jefferson Hwy	49000	60300	100000
Interstate 5	Jefferson Hwy	Delaney Rd	50100	62000	104000
Interstate 5	Delaney Rd	Salem UGB	46900	58100	100000
Interstate 5	Salem UGB	Brooklake Rd	71000	85800	146000
Interstate 5	Brooklake Rd	Woodburn	68900	85300	146000
Interstate 5	Woodburn	Ehlen Rd	64600	84000	155000
Interstate 5	Ehlen Rd	Clackamas County	67400	86400	165000
Oregon 22	Salem UGB	Joseph St	19700	23600	42000
Oregon 22	Joseph St	Silver Falls Hwy	14400	22900	41000
Oregon 22	Silver Falls Hwy	Aumsville	14100	20500	39000
Oregon 22	Aumsville	Golf Club Rd	13800	20000	35000
Oregon 22	Golf Club Rd	Cascade Hwy	10600	13300	26000
Oregon 22	Cascade Hwy	Old Mehama Rd (west int)	10000	12000	18000
Oregon 22	Old Mehama Rd (west int)	Oregon 226	9000	10500	16000
Oregon 22	Oregon 226	North Fork Rd	7100	7900	11500
Oregon 22	North Fork Rd	Mill City	5300	6200	9500
Oregon 22	Mill City	Gates	4800	5000	7500
Oregon 22	Gates	Detroit	3800	4000	5800
Oregon 22	Detroit	Idanha	3100	3600	5000
Oregon 22	Idanha	Linn County	2800	3300	4600
Oregon 99E	Clackamas County	Ehlen Rd	13100	16000	28000
Oregon 99E	Ehlen Rd	Wilsonville-Hubbard Hwy	7500	9500	16000
Oregon 99E	Wilsonville-Hubbard Hwy	Hubbard	12600	16500	32000
Oregon 99E	Hubbard	Woodburn	12000	16000	30000
Oregon 99E	Woodburn	Boones Ferry Rd	10000	12000	17000
Oregon 99E	Boones Ferry Rd	Mt. Angel-Gervais Rd	8500	11600	18000
Oregon 99E	Mt. Angel-Gervais Rd	Waconda Rd	7900	11000	16000
Oregon 99E	Waconda Rd	Brooklake Rd	8800	11000	16000

Corridor	From	То	1995 Daily Volume	2004 Daily Volume	2025 Daily Projection
Jefferson Hwy	Winter Creek Rd	Talbot Rd	2000	3200	5500
Jefferson Hwy	Talbot Rd	Jefferson	4500	5000	8000

APPENDIX E

Capacity

Calculations

	*		7	1	←	*	1	†	1	1	ļ	1
Make premise the first state of the state of	120 E	44:30					NBIO	วงเลริง	. Wilk	(SE)=/	1881	: S:S
Lane Configurations	4	ß	www.comoner.ec.ec.com	ሻ	4	Market All Vision		4		er were die regele	4	
Volume (veh/h)	4	272	5	105	246 Free	9.	10	Stop	96	5	Stop	6 6
Sign Control Grade		Free 0%		EU DE LA	0%			Stop			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	4	275	5	106	248	9	10	24	97	5	42	6
Pedestrians	THE PARTY		DESCRIPTION OF	TO ME STEEL PROPERTY.	DIA POR EMPLOY	HOO IS NOT	SOUTH SOUTH	Vin Town	WANTED	2 OF THE PART	pickers which	EXTEN
Lane Width (ft)			i Kali	1				18 50 4	2 40 1		Este of the	15
Walking Speed (ft/s) Percent Blockage !				医眼 海湾 经证		"是陈 态"		The Table			.	
Right turn flare (veh)				CALE INC.	AND 10 45	70 10 0000	-V580888	- CARD 12 - CO 5 YO	1912 A 1815	Martin 12 - Wil	ELECTRIC STREET	CONTRACT CONTRACT
Median type		None	F		None				1			
Median storage veh)	week to the principle	THE WALLES			and the second for	TANK TO I		WESSELL .		NA PROVI	r amorani a	1000000
Upstream signal (ft)		Obst.		EEE NT		LEMEL		7 7 22	7.4. =	/出籍》。		
pX, platoon unblocked vC, conflicting volume	258	Reliable.		280	學者	PANET.	773	755	277	857	753	253
vC1, stage 1 conf vol	200/0			NI COOL	· Superior	AND REPORT OF	- 1.14					
vC2; stage 2 conf vol	15.3			TAILS.	412	-1.					n 414	
vCu, unblocked vol	258	- WARDE	mate or other states	280		V w notice of the original section.	773	755	277	857	753	253
(C, single (s)	4.2	LEGI		4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s) tF (s)	2.3	SENTE C	A. (2005)	2.3		1	3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100	THE BANKS	and o'A management	91	Marine Code	k	96	92	87	98	86	99
cM capacity (veh/h)	1246	in la		1238			253	299	743	204	300	766
i caim enem		11	(4): E	MEGE		SB1	logical to a	- WEST		A SEA	A Was	Marin Control
Volume Total	4	280	106	258	131	54				31.0		理时
Volume Left	4	0	106	0	10	5		TUDMASS	Company Manager 1971		dust in the recognition and	DOMESTIC
Volume Right	1046	STATE OF THE PARTY OF THE PARTY.	1238	1700	97 522	308	197					
Volume to Capacity	1246	1700 0.16	0.09	0.15	0.25	0.17	NAMES OF		like the	100		D 1 2 2 3
Queue Length 95th (ft)	0.00	0	7	0	25	15				Service and Policy (No.	S	ALC: N
Control Delay (s)	7.9	0.0	8.2	0.0	14.2	19.1			* 15 P			
Lane LOS	Α		Α	13146	В	С	2794 in		100 Oct. 15		W	Of least Common
Approach Delay (s)	0.1	S. S. C. S.	2.4	NA COL	14.2	19.1	1.1	18.50		THE RE		N CHES
Approach LOS					В	С						
Intersection Summary							10 AP					
Average Delay		I THE REE	4.6	10	11 avales	Conins			A	858 July 843		10° 11
Intersection Capacity Utilizatio Analysis Period (min)		N. Strand	41.8% 15	160	J Level of	Service		No. of Street, or other party of the last	Land A	na de la	F 1-1	Ka of
The second control (min)	VIII.		18 PH 1	The state of the s	1600							

	-	*	1	-	1	1				
Movement 45	EBIR	FBR	MBL	WBT	NBL	NBR	J to the last		1741	
Lane Configurations	7			4	7	7				
Volume (veh/h)/	376	3	6	383	7	-32				vii elektrisi
Sign Control	Free	#11 F275	773	Free	Stop				100	W12 5
Grade	0%	1.00	4.00	0%	0%	4.00				ACT
Peak Hour Factor Hourly flow rate (vph)	1.00 376	1.00	1.00	1.00	1.00	1.00	A THE WAY		GARGAS TO	
Pedestrians	910	3	0	203	三二二 巴拉克	34			亚维斯勒 拉萨亚亚	
Lane Width (ft)	Miles M	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			A 11	THE RESIDENCE			Mary Bas	
Walking Speed (ft/s)	NA WASHINGTON	MEASURE OF STREET	A. The consider Acces	- 3/2		4.344.5	The Real Property and the Control of		200 2000 2 2	THE RESERVE TO SEE STATE OF THE SECOND SECON
Percent Blockage	R	1 100		200	SE B		多了上海			
Right turn flare (veh)	NAME OF THE OWNER, WHITE OF THE OWNER,									
Median type	None	SIUMERIKE	1.1	None		die de		NA PA	11.5	
Median storage veh)	D = 40 0 5 0 F			Test for	Z Maralika		OPPOSES THE	TORNES		THE WAR STATE
Upstream signal (ft) pX, platoon unblocked		A.W.		THE.		The a Balling				
vC, conflicting volume	STATE OF STREET		379		772	378			研 教师 :	HOLEGA
vC1, stage 1 conf vol	C THE SERVICE	TO THE REAL PROPERTY.		155-41. P1 CO.	S. PASK	7.47	2 2 2 2 2 2 2			
vC2, stage 2 conf vol	- CAN - 11				1100					
vCu, unblocked vol			379		772	378				
(C, single (s)			4.2	F 197	6.5	6.3			SEPASSE	PARK AND A
tC, 2 stage (s)		TION STAN	2.2		3.6	2 4		ERS VICE A	112	
tF (s) p0 queue free %		30.10	2.3 99		98	95			STATE OF STA	
cM capacity (veh/h)			1122		353	650				7.5
					TEST STATE OF		ar for equal	F 10 1 5 1 7 2	CONTRACTOR OF	CONTROL OF STATE
Direction Lane f	EB 15	WBIT	NB 11	NB 2		5 C T 1		¥85 \$ 1	SALES NO.	THE STATE OF THE S
Volume Total Volume Left	379 0	389 6	7	0	e of fills		ATT WELL	五年25	Alon as a	
Volume Right	3	0	0	32	1,000			4		
cSH	1700	1122	353	650		10 10 10 10 10 10 10 10 10 10 10 10 10 1	a the sured	Table of the state	Carried Call Annual Parks	THE REAL PROPERTY.
Volume to Capacity	0.22	0.01	0.02	0.05			- 100			
Queue Length 95th (ft)	0	0	2	4						
Control Delay (s)	0.0	0.2		10.8					The same of	
Lane LOS	~~~	A	C	В	- 110.75			THE PARTY NAMED IN		
Approach Delay (s)	0.0	0.2	11.6 B		A. C.		(S 1)	Water Street	Waller I	
Approach LOS			В					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
ngas distinci						No.		A Angle Date		Miles as 3
Average Delay			0.7			6 m - 10	POLICIE DE LOS PERSONES	NOT THE PARTY OF		PART CHILL
Intersection Capacity Utilizati	on		36.3%	ICE	Level of	Service		A		
Analysis Period (min)		THE STATE OF	15		107.31		100000°	不可能 更高		F-8/8/2018
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	mineral Land	Car Carlotte	100	AL INCHES	1 2 4 1 6 7	1		The second second

		-		-	-	-					
Modernier besteht werde	er dene	easi e	Maga-	'AVBR	্ধন	SIT I			ALL M	MARKEN	
Lane Configurations	9/200	4 1 389	↑	139	114	23	(4)		The Mark As S	高铁铁铁	(3)
Volume (veh/h) Sign Control	20	Free	Free	139	Stop		E 444 C		Market E	FREDERICK ST	331
Grade	, Endo	0%;	0%		0%	三种 新包	一种时间				
Peak Hour Factor Hourly flow rate (vph)	0.91 29	0.91 427	0.91	0.91 153	0.91 25	0.91	e e e e e e e e e e e e e e e e e e e			EL SEPETI	2
Pedestrians	(25)	441,	1440 g	, 10 0	EV-125	25 25			Harman Strawns		
Lane Width (ft)			NAV-							eks -	G.
Walking Speed (ft/s) Percent Blockage		THE REAL PROPERTY.		777				in hear		Link - Sala	
Right turn flare (veh)	W. Deer L. Colon	100000		100000000000000000000000000000000000000	0.000		LO L Mary		XIII III III	B. 1	, Scott
Median type	W.	None	None			the sheet	Y45.	e Ryalla			1
Median storage veh) Upstream signal (ft)	Marriago Transport			ENF 7	NAME OF STREET	To the	edsom signa	The state of the s		1200	
pX, platoon unblocked	T. T. Bino.		320		Washing Land	Let no file 6	Carried States		1273 (1)	THE STATE OF THE S	265
vC, conflicting volume	601	3411			1009	525				963 200	
vC1, stage 1 conf vol vC2, stage 2 conf vol	CONTRACTOR		- T- 100		erani i ang	THE THE PERSON	The She		E STATE		
vCu, unblocked vol	601		III.	Jen Les Son	1009	525	Mar Scrade Ass		14 21 61 6		
tC, single (s)	4.2				6.8	6.6		* &			1
tC, 2 stage (s) tF (s)	2.3			CAS THE	3.8	3.6		700	ATE, THE	37.570	
p0 queue free %	97				44	95	IN IN IS	100 50	X a Lia	A1199 490 True Co	ESR
cM capacity (veh/h)	929				224	491			100	· 基本。	
or catalogue de la	William States and Control	WB I	SB 1		TUET I	F THE	等上位。\$20	1200			
Volume Total	456	601	151	1 - e	H .	avail Control					52
Volume Left Volume Right	29 0	153	125 25		新发生发生						
cSH	929	1700	246		Charles on the Asia Asia		\$4/40 S 18/45/50	PROFESSIONAL PROPERTY.		- NO.	DAME.
Volume to Capacity Queue Length 95th (ft)	0.03	0.35	0.61 91	de la la							19
Control Delay (s)	0.9	0.0	40.3			A Marie					
Lane LOS	А	egrephical Consideration	E		SEMINAR SE	Constitution of the consti			TWO DESCRIPTIONS		
Approach Delay (s)	0.9.	0.0	40.3		- 301		- E	A ALS			
Approach LOS		10 T PAT 10 TO	E			-/2/8/2			STATE OF THE PARTY OF	C	
Intersection Juniory			5.4			1	Nove Devo 19	10000000000000000000000000000000000000	为"美国"之一位	经验等等年 。	
Average Delay Intersection Capacity Utiliza	tion	5	8.9%	I ICU	Level of	Service		B T	(AL) OTAL	Was 1	
Analysis Period (min)			15		CONTRACTOR OF THE STATE OF	Capacitration, refair	Sales Address of the last of t	- Think's	A. a. a.		nd ms
			116		Fo.	医型 源得		e the		A STATE OF	

	1	-	*	1	-	*	4	†	1	1	↓	1
Movement Contracts	136 b :	SEET.			SVE E		NBL	88 NETE	1865	AND E	(5)	SBE
Lane Configurations		7			र्स	-					4	
Volume (veh/h)	0	321	165	161	262	0	0	. 0	0	72	MAPE .	280
Sign Control	W 100	Free	TO VEHICLE	WIND SHEET SHEET	Free 0%	miles) excession	Name of the last o	Stop	STON CHAN	- M. 30 5	Stop 0%	
Grade Peak Hour 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
Hourly flow rate (vph)	1.00	321	165	1.00	262	1.00	1.00	1.00	0	72	1.00	280
Pedestrians	S. S. Olivan, Y. S.		100				No. of Concession, Name of Street, or other Designation, Name of Street, or other Designation, Name of Street,	The state of the s		Called Sale		200
Lane Width (ft)			是表 一生		10.70			4 4 4				
Walking Speed (ft/s)												
Percent Blockage						4						
Right turn flare (veh)		at a vine one	NOT THE REAL PROPERTY.	T-C-property and		SSE MANUFACTURE	-	ASSET	- 270	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TR		
Median type		None			None	50			100		D.	
Median storage veh) Upstream signal (ft)	THE STATE OF			1 TO 10	N. ISH	32157			TAR STORY	NAME OF STREET	不能 百里名	
pX, platoon unblocked	AND DAY	ENGINE NA		4.51		William	The same of	- none was be	Salar Land State S		DESCRIPTION OF THE PERSON NAMED IN COLUMN	Committee of
vC conflicting volume	262	THE SHIP		321			1268	988	404	988	905	262
vC1, stage 1 conf vol		STATE OF THE PARTY OF			as acceptance							
vC2, stage 2 conf vol	submit a	CHILD IN IT										
vCu, unblocked vol	262			321		-	1268	988	404	988	905	262
tCrsingle (s)	4.2			4.2			7.1	6.5	6.2	7.3	6.7	6.4
tC, 2 stage (s) tF (s)	2.3	The Labor V		2.3	H. C. P. S. C.	The Best of	3.5	4.0	3.3	3.7	4.2	3.5
p0 queue free %	100			86	- C	5-11/10 00-	100	100	100	61	100	62
cM capacity (veh/h)	1246			1179	7	3-13-1	81	215	651	185	221	728
And And And Andrews And Andrews of the Andrews of the Andrews and Andrews of		WB 1	HESTIN N		and the same of							
Direction, Lane #	486	423	353	THE STATE OF	Edding:	101900055	36 M 99 SW1	A CONTRACTOR	1000			
Volume Left	0	161	72	Shi Maria	Con House	2	ST 18/81	PROFESSION IN	William Shield		State was the	the room
Volume Right	165	0			· 他			74	125	100 PM	生二 形	
cSH	1700	1179	454		Carrie Common Co							
Volume to Capacity	0.29		0.78		176	The state of the s	4 469				1	
Queue Length 95th (ft)	0	12	170			A CONTRACTOR OF	TO THE W		THE CHENTER			No. of Contrast
Control Delay (s)	0.0	4.1	35,5	1. 1. 1.		1 15			n Ades	an India	ME BOOK	VALUE OF
Lane LOS	0.0	A 4.1	E 35.5	H. H.	AND COM				-			100000
Approach Delay (s) Approach LOS	0.0	4.1	55.5 E		Section Co. Sec.				Cha .	tr Spier		
· ·				# TO 10 TO 1		CARONIA SA		and the same	20:00 m (1954) N		o thousand	and the same
pessio simos	ELECTION OF THE				国民 11 表	K Marie		(United States			ALL PARTIES	
Average Delay			11.3	101	Level of	Contino		。 田野時代表 第	E	NAME OF THE	REPUBLIC	1.5564
Intersection Capacity Utilizatio Analysis Period (min)		ENUM	84.9% 15	100	Level OI	Service	distribution of the	1	V.E.		A STATE OF THE STA	12 111
Analysis Feriod (IIIII)			15 2 T. E		5							Ni Sala

	۶	→	*	1	-	*	4	†	~	-	Į.	4
Adventente name de la	745 E	FET		NVBL (WBT	WEST	NE L	NET	NER	SBL	\$ 150	্ভা
Lane Configurations		4			₽	mission was to	munico e como	4	1007 2072193	1985/88 (1 P. Pr 2 Sprin	ensu toru et-au m	Ne posesso
Volume (veh/h)	208	219	0	0	291	50	134	3	218	0	0	0
Sign Control		Free	THE RESERVE OF THE PARTY OF	Witness amounted the least	Free		CO. SUPERIOR PA	Stop		170	Stop	HISTORIA IN TAK
Grade		0%			0%			0%		William !	0%	
Peak Hour 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
Hourly flow rate (vph)	208	219	0	0	291	50	134	3	218	0	0	0
Pedestrians	a New Total Control		MINISTER AND	T T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Maria California	4.813	1100	THE RESERVE				II JACO III
Lane Width (ft)					L.E.	150	18					
Walking Speed (ft/s)	THE STATE OF THE S	THE RESERVE	A 3 (7)			N	- Properties	dagers.		The second	980 SEE SEE SEE SEE	COLORED (SO)
Percent Blockage		多并此物色					4.20	A Standard		A	The last	THE REAL PROPERTY.
Right turn flare (veh)		Week	10000000000000000000000000000000000000	2017/05/2017	Maria	8.5111.51		The Wall State of		11.00	No February	10000
Median type	Total A	None			None		第 50700里	Jan. 24	3 3 4			
Median storage veh) Upstream signal (ft)				Cara las	PER CONTRA				and the same	PARTIES EN	TO BASE OF	
pX, platoon unblocked	and the state of			5/A		E41				10.24.482.83	E STATE OF	
vC, conflicting volume	341			219			951	976	219	1170	951	316
vC1, stage 1 conf vol	341		1,52	213	BANGSIA JIS		301	310	213	1110	301	310
vC2, stage 2 conf vol		-31								TOTAL T	San Jel	100
vCu, unblocked vol	341	2000年1		219	estation of the land	The state of the s	951	976	219	1170	951	316
tC, single (s)	4.2	国报报	198	4.2			7.3	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)		A DESCRIPTION OF THE PERSON OF	THE PERSON NAMED IN			Annual Control Annual Control	200		Dimension (const	an adda a final and a	On the little Avenue of	el-renout-sud
tF (s)	2.3		8	2.3		145	3.7	4.2	3.5	3.5	4.0	3.3
p0 queue free %	82	A STATE OF STREET	Mr. Davidson	100	A COLUMN TO SERVICE STATE OF THE SERVICE STATE OF T	The state of the state of	30	98	72	100	100	100
cM capacity (veh/h)	1149	建	i Balifu	1316			191.	192	778	105	214	729
Committee Commit	163100	WBJ	Notes	ERRY KARE		TE FORM		TE TON	0.24 10 11 4			
Piretile (Leale#149 44) Volume Total	427	341	NB 1 355		1000		*** h				14 TO 18 TO	
Volume Left	208	0	134				Name of Street	and Barrie		Value		
Volume Right	200	50	218	Name and	3. E	357		250	LEW SOLL		6.0	DESCRIPTION OF THE PERSON OF T
cSH cSH	1149	1700	356			Ac = E	9a		ESSE A			200
Volume to Capacity	0.18		1.00			E7522				(0.8.2)		22.29
Queue Length 95th (ft)	16	0	286		S. CHEST A. S.	- The second	-200	-	Walter Co		A House	
Control Delay (s):	5.2		81.5		126	TALE				The state of the s		minn.
Lane LOS	A	HINDYON H	F		AT IL SENT	and the state of	14411		100	ST HOUSET IN A		
Approach Delay (s)	5.2	0.0	81.5		TAKE A			STORES.		图图图 000		1-11
Approach LOS	-		F			A STATE OF THE REAL PROPERTY.	rick and the	4.	A CANADA LANG		4-2	S SELECTE
d total Photony Arkers Park to sake the Same	Section Co.	100,40	rollarie v sie	in the large of the large of the	96 SA A	649 Ja. 1-117 A				11 St. 16 St. 18 St	vatalias varias a	NAME OF THE OWNER, WHEN THE OW
Average Delay			27.7			CTOTAL CO.			13995			NO. OF THE PARTY O
Intersection Capacity Utilization		75	.8%	ICU.	Level of S	Service	All I	4. 10	D			
Analysis Period (min)		ON CHI TO IS	15		-			Train and a second	Anna membera s		TOTAL SECURIOR SEC	t discount
	4		6.5	De la Maria			3	* 14 - 15	Char To			

	*	-	*	1	—	*	1	†	-	1	ļ	1
Movement (1876)	EBL	EBT	EBR	WBE	WBT	WBR	NBL	NBT	NBR	SBL	Sign (
Lane Configurations	7	4		7	7>			4			44	
Volume (veh/h)	- 7	443	8	171	401	15	16	39	156	8		10
Sign Control	A Transport	Free	MAN ADDRE	Target .	Free	-	NAME OF STREET	Stop	us additul itematika	7P 31 300	Stop	
Grade		0%	See A 71	SINE OF	0%	200	0.00	0%	0.00		100000000000000000000000000000000000000	2.00
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99 405	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourty flow rate (vph) Pedestrians		447	0	173	400	10	10	39	130	0	09	10
Lane Width (ft)		1000000	Pressu line 2 of	SALE OF	H HE S	¥ 3.4		THE REAL PROPERTY.			9 6 8 8 8	
Walking Speed (ft/s)		15 0		40.2	90160	The space			ALTERNATION LAND	- A - A - A - A - A - A - A - A - A - A	wei had take	45 110
Percent Blockage		HORSE		别家!	TO PER		439(1)	SHE DIS	12-25-3	30 PM	7	TO THE LOCAL COMPANY
Right turn flare (veh)	AND DESCRIPTION OF SHARE		-								1	- Source
Median type		None			None	The state of the		2017				
Median storage veh)					distribution in the	-					Farestymback T	THE RESERVE AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDR
Upstream signal (ft)		and and				1	2.00			世。達		
pX, platoon unblocked	400	man united		BUTTE OF		Bell	*4004	4004	450	4207	1000	440
vC; conflicting volume vC1, stage 1 conf vol	420	1. 1. 1.	Ble Lake	456			1261	1231	452	1397	1228	413
vC1, stage 2 conf vol			THE REAL PROPERTY.	PER TRE	- 404 3		TATE OF	-		- T- F-6	50 Se 50	316
vCu, unblocked vol	420		V 6	456	O TABLE OF		1261	1231	452	1397	1228	413
tC, single (s)	4.2	W. State		4.2	4 4	1	7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)		E RESIDENCE OF THE PROPERTY OF THE		WANTED STATE OF THE STATE OF TH	Austra			NI TONI DI SOCIO				
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	99			84			79	72	73	86	52	98
cM capacity (veh/h)	1082	\$10 m	ALLA	1064			77	142	592	58	143	623
Direction, Lane #	, EB 1	EB 21	WB 1	WB 2	NB 1	SB 1	1 534		THE			
Volume Total	7 %	456	173	420	213	87			350	1 4 25		
Volume Left	7	0	173	0	16	8						Alexandra Constantin
Volume Right	0	8	A PERSON NAMED OF	15	158	10				Little Committee	15 7 15	
cSH	1082	1700	1064	1700	283	136		The Name	THE PERSON		1000000	BUNN STAT
Volume to Capacity	0.01	0.27	0.16	0.25	0.75	0.64 85		2 -1 -18 1	A SI	STATE OF		7
Queue Length 95th (ft)	8.3	0.0	9.0	0.0	140 48.3	69.0	Committee of		-		NO. OF LINE	
Control Delay (s) Lane LOS	6.3 A	0.0	Α	0.0	40.5 E	09.0 F	A COLUMN TO A COLU		WP 3		A STATE OF	Cu same
Approach Delay (s)	0.1		2.6		48.3	69.0		J. 7 2	Vandilla 1	- 10 TO THE	1.30.00	- Market
Approach LOS	Jr. V.1	0.08000	4.0	SAL DE	E	F			_ 0.707E39Z=	20,000,000,000,000	A ALBERT HELESONIA	MINISTER STATES
		- 10 (NT-16)		FRET PARTE	ARRIVE YES			AR OF CASE		China China		*****
Intersection Summary		H MARKET	12.2	CE 1 (S. C.)				A STATE OF		4		
Average Delay Intersection Capacity Utiliza		CINE E	13.2 61.7%	TO ICI	I aval o	f Service		and an area	В	A TOTAL		
Analysis Period (min)	uch 2 2	dein-	15	100	Level O	OCI VICE		TE WEST TO SERVICE	0.00	172	a state	V-Arrive.
Analysis i criou (min)	MONEY IS	7甲降		BE 2 19	10 mg	194 Jan 19	11	SE - 2	440	And the same		4 7
Editor Son And Market	THE PLANT		The Boy	-			Maria Carlo					A 400, 100 \$

	\rightarrow	*	1	←	1	1	
Novement as the same	EET	e Felk	WBL	WBT	NBLA	NBR	
Lane Configurations	7+			र्स	7	7	
Volume (ven/h)	605	5	10	617	用的图片人类图	52	
Sign Control	Free		I HEROLOTIAL	Free	Stop		
Grade	0%		at the last	0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00 52	
Hourly flow rate (vph)	605	5	10	617		32	"我们是我们的。" 第15章 第15章 第15章 第15章 第15章 第15章 第15章 第15章
Pedestrians Lane Width (ft)	VIEW Y SE	2 15	THE THE	J+ 70	S TENER	211/10/10 B	7亿元 1947年,1957年2月2日 11991
Walking Speed (ft/s)		titus III		A 20 1	120	Part Cont	STATE OF THE STATE
Percent Blockage	T As The State of	1 = - 4		161			AND REPORT OF THE PARTY OF THE
Right turn flare (veh)	A Comment of the same of the s		We have a constru	A WHO SHAPE			
Median type	None		. 特。	None			
Median storage veh)							
Upstream signal (ft)					4375		
pX, platoon unblocked						-	
vC, conflicting volume			610	一部的	1244	608	ACT OF A STATE OF THE STATE OF
vC1, stage 1 conf vol		-ASSAU	VE DAMEST	No.	7.000024.0		
vC2, stage 2 conf vol		PER	610		1244	608	The state of the s
vCu, unblocked vol tC, single (s)			4.2	18:11	6.5	6.3	
tC, 2 stage (s)	100		7.4	P+	0.0	0.0	R. A C. B. BORGERO LES SE A BURGERO
IF (s)	117		2.3	J. 198	3.6	3.4	· 据:《图》》第二章《图》。第二章
p0 queue free %	LI HENDY BY BA	Derasivas	99	Analysis man space	94	89	
cM capacity (veh/h)			917		182	480	
Direction, Lane # 10 E. 1	EBM. S	WE 1	NE 1	NB 2	Shirt Tall		
Volume Total	610	627	11	52		IA NOTE	
Volume Left	0	10	11	0		Marie Williams	
Volume Right	3.5	0 '	- 0	52		A TOTAL PROPERTY.	下来来的一下5.4 2 以表有3.4
cSH	1700	917	182	480			
Volume to Capacity	0.36	0.01	0.06	0.11			
Queue Length 95th (ft)	0	1	5	9	The same of the sa		
Control Delay (s)	0.0	0.3	26.0	Not of the Adequation			
Lane LOS		A	D	В		The same of the	
Approach Delay (s)	0.0	0.3	15.6 C	1-37			
Approach LOS			C			- HI - O CONTO O CO	
Intersection Summary			"""		TO SA		
Average Delay	The are all the same of the sa		0.9		Marian and Property		
Intersection Capacity Utilizati	on		52.7%	ICU	Level of	Service	A.
Analysis Period (min)	-00 100		15			WENT -	
			A.	1 400		HE BEET	

					-	•						
	1 (J			MANIER S	(EXEL)							
Lane Configurations	Maria and a Colombia dise	सी	P	en un la la salam energia de un	14	Carried State County Carried C	THE PROPERTY OF THE PARTY OF TH	Company and the second of the second		Service Control of	or management and and and a	i.
Volume (ven/h)	43.	643	675	230	188	38	- E				1 0 0	
Sign Control		Free	Free		Stop						20100000000	
Grade Land		0%	0%		0%							
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91						
Hourly flow rate (vph)	47	707	742	253	207	42		The second				
Pedestrians	CONTRACTOR OF THE PARTY OF THE		Land Table	Charles in the		No. of Contrast, Name of Street, or other party of the Street, Name of Street,					CO 157 2 4	į
Lane Width (ft)	AP	4-3440					以上了省 位		TOTAL	Market III	Liky 1	
Walking Speed (ft/s) Percent Blockage	SIGNATURE STREET	地区上河 加		10年第	1 0 NO	338638			4 2 6 6 6 7	** 38795.I	the second	
Right turn flare (veh)	A SA				65434							
Median type	THE REAL PROPERTY.	None	None	The same			A S	(3) T	10000		PA 19	
Median storage veh)	1 1 2 9 11 10			A STATE OF THE PARTY OF THE PAR		Share and the hand of the same			a Development of the	A CONTRACTOR	RIBLEMENT AND THE REAL PROPERTY.	
Upstream signal (ft)		Hara.		ing .	4 3	**					JY FEE	
pX, platoon unblocked			ATT ATT THE REAL PROPERTY.			minima		70 - 11-				
vC conflicting volume	995				1669	868		12		1/0.3	A STATE	
vC1, stage 1 conf vol		-						v alvesa v commence				
vC2, stage 2 conf vol		PARTY (VI.					运送上	A.L.			ALE S	
vCu, unblocked vol	995	Service Service		2770	1669	868				****		
(C, single (s)	4.2	1 8		Y. L.	6.8	6.6			Service Land		// A 60	
tC, 2 stage (s)	2.3		ALL ENDING		3.8	3.6	150 7		COLUMN TO STATE OF			
p0 queue free %	93	AND DEED			0	86			11111	THE SHE	A MARKS IN	
cM capacity (veh/h)	657	1300	NOTE TO	1400	81	306	RT AND	- 12 TE			部位于 2月	
									Section 18 19 19			
Direction Larie #. 4.2	EELI	WB 1	ASB 1.	R DEN		1. 九九五年	28843	一个条件			71267	
Volume Total	754	995	248	5416			21.600	S. 55 E. 2		11 72		
Volume Left	47	0 253	207	WAR S	S 100 S			ESCH MAN	ESTR SELE	- PARK TO	A COLUMN TO SERVICE	
Volume Right	657	1700	93	MIN Tea			= ====		La Real III	22.20.3		
Volume to Capacity	0.07	0.59	2.68	1. 1.		7 11			The state of	1 THE REAL PROPERTY.	N 2 - 1	
Queue Length 95th (ft)	6	0	586				£35 S150			E E M. TOTAL		
Control Delay (s)	1.9		857.4		E Total	- x !	SEE AL		Kata High		108	
Lane LOS	A		F	CONTRACTOR OF THE PARTY OF THE				- State of the sta		THE RESERVE OF THE PARTY OF THE	Berg I Share and Share	
Approach Delay (s)	1.9	0.0	857.4	F2 5 1	Lan T		No.	WE LEE	A A STATE OF			
Approach LOS			F			3411113333134		HINDS SWITCHIS IN				
intersaction Stannary		Day L	用等法 日		di Flan	CHE IN	4.65	1 1 7 2 2		40	1 2 2 2 3	
Average Delay		HOWAN A TOP A	107.4	CIEN BUILD	DALCO.		S. ASSESSAGE CENTER OF THE SECOND	- Fine St	TOTAL STREET	All the Mindstein	A SECTION OF THE SECT	
Intersection Capacity Utilization				ICI	Level of S	Service			F NA	46		
Analysis Period (min)	WALL STE		15	, 50		THE RESERVE OF STREET		Walter Control	West of the State	T N 1 1 1 1 1 1 1 1		
Mark Harrison	To the T	MUNICIPAL TO	A VIET		18 6			THE STATE OF	41 7	1.00	Bay III	
Water the second	The second secon	The second secon		201000								

	×	→	*	•	—	•	1	†	1	1	ļ	1
Movement 33 1/2 1/2	EBL	W EBT	EBR	WBL	WET	WEIK	NBL	NET	A NBR	A SISIL	(3:10)	(1) (SE) (E
Lane Configurations Volume (veh/h)	£ -0	↑ 505	259	253	र्ब 412	71 TAO	0	0.	0.4	113	4 >	440
Sign Control	U	Free	elle Mention de	200	Free		All District	Stop			Stop	
Grade A H	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1.00	505	259	253	412	1.00	1.00	1.00	1.00	113	2	440
Pedestrians Lane Width (ft):		A PAGENT		EACH NO A	地 工工程度	To the second						
Walking Speed (ft/s)	A TOP TO	ZWIELE-	Historian and	an areas			20014(60					
Percent Blockage			36.		HEAD					-15	7	13
Right turn flare (veh) Median type		None		73	None		TES .	105.00		76		
Median storage veh)				CHARLES THE				1/4	PRIA 100 100 100 100 100 100 100 100 100 10	Skill place ou must be a	2-14-1	
Upstream signal (ft)		1986	1		- Ain	3 4						
pX, platoon unblocked vC, conflicting volume	412	100	27	505			1994	1552	634	1552	1423	412
vC1, stage 1 conf vol			The state of the s	**************************************	394 9492	THE BUT WHEN THE		Manager Annie de Legitino	Market Mile and All Con-	ALCO LINE D	William III	and the same of th
vC2, stage 2 conf vol vCu, unblocked vol	412	dia.		505			1994	1552	634	1552	1423	412
tC, single (s)	4.2			4.2			7.1	The second second second second	6.2	7.3	6.7	6.4
tC, 2 stage (s)		e v njeres	Cathranton				- ANDERE					WWW E
tF (s) p0 queue free %	2.3		The state of the s	2.3 75			3.5 100	4.0	3.3	3.7	4.2 98	3.5 26
cM capacity (veh/h)	1095			1005			10	86	482	66_	92	597
Direction, Lane # \$ 1	EBAR	WB f	SB 1									SEL I
Volume Total	764	665	555		- 45	4			=, 14	Was.		B III
Volume Left Volume Right	259	253 0 *	113 440		X Y					可可與西		
cSH	1700	1005	226		PM PM	William Persons	*****	1 400 7 5 6 6 7	- Secretary and the secretary	M. S. Samounia	COLUMN TO STATE OF THE STATE OF	9261499900
Volume to Capacity	0.45	0.25	2.46 1143	DE SIL	15 Sin.	T.E.					1.14	
Queue Length 95th (ft) Control Delay (s)	0.0	5.7	703.4	NEW TO		97581			- 1/2			4
Lane LOS		Α	F	U SOUTH STATE					1.25 808.00		me V in the Street,	No. of Contracts
Approach Delay (s) Approach LOS	0.0	5,7	703.4 F	E				斯斯 a		Halle .	学 机社	
	N driver			The same of	W 1.548 V		No. of the last	THE STATE OF THE S	NAME OF TAXABLE	H1002 000 0	70 DE 1025	
Intersection Summary Average Delay		新教学 及	198.7		1946			382	2000		阿里斯斯	
Intersection Capacity Utilizat	ion	1	27.7%	Vis. ICL	Level of	Service	2331		H	yk kajeje	3)17	10
Analysis Period (min)			15		10.50	Wind S	- C - A-7		A CAPPEL W		地井のコフ	THE REAL PROPERTY.
ME EL CHENT AND A CONTRACT OF THE PARTY OF T	A 10 10 10 10 10 10 10 10 10 10 10 10 10	the same of the same		19 May 19	210 0 27 32 0		0011	THE LOCAL	1000	A CONTRACTOR	- 160-16	1

	•	→	*	1	←	*	4	†	~	1	ļ	1
adaeren barrararararararararararararararararara		Trib St.	197						ANS:			i Sisi
Lane Configurations		र्स			7			4				
Volume (veh/h)	327	344	0	0	458	79	211	5	343	0	0.	0
Sign Control		Free			Free			Stop			Stop	
Grade 1				12.00 51.00 51.00	0%		200	0%	SAM	Mar D	0%	
Peak Hour 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
Hourly flow rate (vph)	327	344	0 (6.5	0	458	79	211	5	343	_0	0	0
Pedestrians									PERSONNEL PARK			
Lane Width (ft)		THE REAL PROPERTY.					8 1 .	6 177			PER S	
Walking Speed (ft/s)				745 What was a second of		ASSESSMENT OF THE PARTY OF THE						
Percent Blockage		100	-		1		Hart			1		
Right turn flare (veh)	chemical variables			and the state of the state of		TO THE RESERVE		ere veneze-				
Median type		None			None				1		1	
Median storage veh)	Manufacturing		morning physics sept. As		C Winds to Charles			en en Printe Le Volument		Workship & Burnston		
Upstream signal (ft)	* 1		rt lyster	Disco.		But	是		和 前衛	144	- 2	
pX, platoon unblocked	roteway was		South Arthrophic			edentials and		**************************************			Transactions	THE STATE OF THE S
vC, conflicting volume	537		100	344	1. 1		1496	1535	344	1841	1496	498
vC1, stage 1 conf vol	100 NO 10	THE PRESTON	ASM SHIP	10/6/01/12/2009/10/	100 (200 SA/FER)	A Marina		D/930 1-10-10-10-10-10-10-10-10-10-10-10-10-10	W-100		CONT. OCC.	TARGUE AS
vC2, stage 2 conf vol	507	Marie and a land		SHEETS OF	4.600		1100	4505	1000	1011	A CALLS	¥
vCu, unblocked vol	537	AND THE REAL PROPERTY.	W. 1	344			1496	1535	344	1841	1496	498
tC, single (s)	4.2			4.2		199	7.3	+ 6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)	0.0	in/mer sende to	COM TOTAL	0.0	400 F F F F F F F F F F F F F F F F F F		0.7	10	25	MEA ES	40	100
tF (s) # % p0 queue free %	2.3		107	2.3			3.7	93	3.5 48	3.5	100	3.3
	969	NAMES OF STREET	102.533		THE STATE OF		0 68	70	660	20	82	
cM capacity (veh/h)	909		(Bus)	1182	TEN SE		08	10	000	20	02	577
elective terms	EB	WB 18	NB5	非常经验	No.	建 数 字		趣、事		de en la		
Volume Total	671	537	559				作学				No. of	
Volume Left	327	0	211	man and								
Volume Right	0	79	343			ku		96				
cSH	969	1700	151									
Volume to Capacity	0.34	0.32	3.70								THE RESERVE	
Queue Length 95th (ft)	38	0	Err				The second second		The state of the s			
Control Delay (s)	THE RESERVE	0.0	Err		5 - c-				2000年	The second of		
Lane LOS	Α		F					and the same than		No. No. of Street, or other party	W. S. W. S. W.	Description of the last of the
Approach Delay (s)	7.5	0.0	Err	R. ST.	The state of	A SECTION	C*=139	salin.	5	P. TUN	I ATE	
Approach LOS			F									
Intersection Suith any												
Average Delay		3	166.1									10-210-4
Intersection Capacity Utilization	(6	11	13.6%	ICU	Level of	Service			Н	N. P.		
Analysis Period (min)			15									
	(APPO)						HUAST.	4	MEET.		ه ا ا	

	۶	-	7	-	4-	4	4	†	1	1	ţ	4
		7.4.	2 4 4 4 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5			a dirin	NBL	NE NE				(3)
Lane Configurations	*	7	****	ħ	7.		and the second second	4	III TOTAL 12 12 12 12 12 12 12 12 12 12 12 12 12		4	7075
Volume (veh/h)	7	443	11	227	401	A STATE OF THE PARTY OF THE PAR	25	39	322	8	68	10
Sign Control		Free	Chicago Branch		Free		ART TORUSTOR	Stop	200 THE RES	Service Control	Stop	CONTENS.
Grade	0.00	0%	0.00	0.00	0%		0.00	0% 0.99	0.99	0.99		0.00
Peak Hour Factor Hourly flow rate (vph)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	39	325	0.99	0.99	0.99
Pedestrians		447	11	-229	403	10	23		323	. 0	09	S SIU
Lane Width (ft)	- House to be	Si Si	(数)	Marketon Co.		Carron Senior	1970年	The View of	100	SMICK TO THE	549°	
Walking Speed (ft/s)	A INVALL		- 1000	- 114	SER HE	24-2-1	E WEST		ALLEGA	STORY THE RES	45	AHSHER
Reicent Blockage			NAME OF STREET		TELL	No.		10.00	100000		1867年	
Right turn flare (veh)	200000000	5,2,02	1111-1111	Maria Maria P					CALL SECTION S		SPACE COMM. TO SE	\$200 m
Median type		None		4.35周日	None		E SE	49/1	1917年		HEITS	2 1911
Median storage veh)												
Upstream signal (ft)	- 19 E			1000					6			
pX, platoon unblocked				The state of the s								
vC, conflicting volume	420			459			1375	1346	453	1678	1344	413
vC1, stage 1 conf vol	on from supply 8 had			SE (MASSE)		TO THE REAL PROPERTY.						
vC2, stage 2 conf vol	7.5				Stan 3		in the	Salata Salata				William.
vCu, unblocked vol	420	hard of the last	or an equation	459	September 1988	April District	1375	1346	453	1678	1344	413
tC, single (s)	4.2	kri e	The	4.2			7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)	2.3	PATRICULAR CO.		2.3	5880 W W	E TO 1	3.6	4.1	3.4	3.6	4.1	3.4
tF (s) p0 queue free %	99		ELL	78	May 1 1		51	65	45	59	4.1	98
cM capacity (veh/h)	1082	S (2002) 62	17.4	1061	31 SESSION	STIPLE OF	51	113	590	20	114	623
Civi capasity (vertiti)	1002	Allega	= les	1001		NE I		=1-10	030	20	114	023
BEELEVES TO MANUAL TO	-M-2110	68	18 1	1056	N: E	10.00					4	7.35
Volume Total	7	459	229	420	390	87				10	是一道	
Volume Left	7	0	229	0	25	8	1004,700		THE W	V/ID-SC	er in the second	normal delication in
Volume Right	0	11	0	CONTRACTOR OF THE PARTY OF THE	325	10	230	3 8 5	A Wall			Recipie
cSH	1082	1700	1061	1700	280	85		97 32 W		000000000	- 75.2 G	THE REAL PROPERTY.
Volume to Capacity	0.01	6084年1月2日日 6084年1月2日日	0.22	0.25	1.39	1.03				Mark.	184 S	
Queue Length 95th (tt) Control Delay (s)	0 8.3	0.0	21	0.0	519 232.1	146		D. S. MARSE	SER SER	3 50	STATE OF THE STATE	INCOME.
Lane LOS	A	0.0	9.3 A	0.0	F	194.0 F			ALL AND A			
Approach Delay (s)	01		3.3		232.1	and the second second			172	14日/2018	10/20/20	No.
Approach LOS	0.1		J.J	200	202.1	F	2_767	TO A STATE OF THE	a select	E LEAD	3 20	
rpprocor Loo					'	'						
Alice to the contract that the second the		net i de i i	r gay assi a san	and the Control	in the second	100	Manager	1.00		A Hersian	All and Process	
Average Delay			68.8	Name and the same of the same				MINISTER CO.	- A Francis			
Intersection Capacity Utilization			18.4%	ICI	J Level o	PENICE			D		9.76	F 10
Analysis Period (min)		STREET, SALES	15				- Property		THE REPORT OF THE	COMPANIES INC.		OF THE PARTY OF TH
() () () () () () () () () ()	200		ALL SEPTEMBER			4 F	SEASON SEASON		A PART			2 54

	-	*	•	4	1	1		
Movement	Est	(HBIR	WYELL	WET	TNBL	TNET		
Lane Configurations	1			स	7	To the same of		
Volume (veh/h)	771	5	10	673	11	52		
Sign Control Grade	Free 0%	5.8	2 12 42	Free 0%	Stop 0%			- 273
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	TALES NOT SENTENCE AND LANGUE AND COMMENT	1
Hourly flow rate (vph)	771	5	10	673	11	52		100
Pedestrians	THE PARTY OF THE P			Man day of the same of	2 Michigan		SELI-VALUE OF THE SELECTION OF THE SELEC	10.00
Lane Width (ft)		100		蒙 甲				
Walking Speed (ft/s)		NECTOR AND ADDRESS.	ARWEST TO THE					Description da
Percent Blockage	A LANGE			5-16	4 115	16 - Marie		
Right turn flare (veh) Median type	None	4 10 10		None	402			
Median storage veh)	Notice			NONE	44			
Upstream signal (ft)						-0-0-1		Pi
pX, platoon unblocked	Control of the State of the Sta	-	and the same		and the second	and Department		
vC, conflicting volume	UR DE		776		1466	774		
vC1, stage 1 conf vol		Maynomia			and the same of th			
vC2, stage 2 conf vol vCu, unblocked vol		St Z	770	Carlo Water	4400	774	A THE AREA OF THE REAL PROPERTY.	-
tC, single (s)			776 4.2		1466 6.5	6.3		VI 25
tC, 2 stage (s)	2	Service)	Tel	## FR	0.3	0.0		
t - (s)			2.3		3.6	3.4	A STATE OF THE ASSESSMENT OF T	100
p0 queue free %			99		92	86		
cM capacity (veh/h)	716		793		133	385		12
De La La Carta de	· 用部间的	NEW MARK	HAVIS BEE	aver.			THE RESERVE THE PARTY OF THE PA	
Volume Total	776	683	11	52	and the graph	136		
Volume Left	0	10	11	0				
Volume Right	5	0	0	52			THE RESERVE OF STREET	
cSH	1700	793	133	385	Maria Maria			escour.
Volume to Capacity Queue Length 95th (ft)	0.46	0.01	0.08	0.14				
Control Delay (s)	0.0	0.3	34.6	15.8	300	1900		74
Lane LOS	0.0	A	D	C	- 4100 114			E-1
Approach Delay (s)	0.0	0.3		1000	4 19			
Approach LOS			С					
	. Asi - 22		647 - 1343	bullin (file)	A 1 1 1 1	10.00		
Average Delay	e Let in die ein eine der der	· · · · · · · · · · · · · · · · · · ·	0.9	149 - 19 6 40 160 150 160 160	(42-496) PC 4(3/2/24) DC 13 1	**************************************	5 - 9-12-4 100 00 00 10 - 15 - 15 0 0000000 1 000000 00 00 00 00 00 00 00	22000
Intersection Capacity Utilizatio	n 🖟 🗇	W C	55.8%	ICL	Level of	Service	В	1
Analysis Period (min)		alle pare	15					
智导数编。一点。	P. A.	11.			1900 - A		"我们是是一个人的。""我们是一个人的人的。" "我们是一个人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的	

	*		←	*	-	1	
					(x, b)		
Lane Configurations		4	7		KA		
Volume (veh/h)	43	809	731	230	188	38	Market State of the State of th
Sign Control		Free	Free		Stop		
Grade 1		. 0%	0%		0%	1. 01.	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph) Pedestrians	47	889	803	253	207	42	
Lane Width (ft)				And a			《李光》是《日本》。 法约翰
Walking Speed (ft/s)							
Percent Blockage		E 1		194			
Right turn flare (veh)	- This gard and the late of th	MARKET STATE OF THE STATE OF TH	married and a street			ette anni di comme	
Median type		None	None		(F)		
Median storage veh)	THE ORDER THAT IS NOT THE	TWYNS N.S.	The street of				THE RESERVE OF THE PARTY OF THE
Upstream signal (ft)		事理2		A = A	LE. S		
pX, platoon unblocked	######################################		NAME OF TAXABLE PARTY.	ROME SHOW	1010	000	There is a second of the secon
vC, conflicting volume	1056	首節(里)	S. BEX		1913	930	
vC1, stage 1 conf vol	Manual No. of Parts	THE SPECIAL PROPERTY.	TO THE RES	NUMBER OF STREET	DEPOS -	77	
vC2, stage 2 conf vol	1050			数数量数	4042	020	
vCu, unblocked vol	1056	AND SECTION			1913	930	
tC, single (s)	4.2	AMEN'S			0.0	0.0	
tC, 2 stage (s)	22		TORREST	用一次表表	3.8	₹ 3.6	
tF(s)	2,3 92				0	85	1 15、 40 第 6 8 5 5 5 6 6 2 2 2 5 6 7 1 2 6 6 6 8 4 8 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
p0 queue free % cM capacity (veh/h)	623	THE 95	SHORE TODG	77.7.00	56	281	
civicatiacity (ventri)	023				00	201	NM . P. D. LEGS NAME MARKET NAME
公司 为在一个 的 第二人	18 E	WE .	58 1			15 1	
Volume Total	936	1056	248				
Volume Left	47	0	207				
Volume Right	0	253	42				
cSH	623	1700	65				
Volume to Capacity		STREET, CANADA STREET, SAN	3.84		141		
Queue Length 95th (ft)	6	0	Err			arren mones de	
Control Delay (s)	2.3	0.0	Err		-		AT THE BUILDING AND TO
Lane LOS	A		F			CONTRACTOR TO THE STORY	
Approach Delay (s)	2.3	- 0.0	Err	Million	11 100		
Approach LOS			F				
Kerrion in 1640e			李 维·阿尔	98. Y 4. W	tiva s		
Average Delay		SMARRIES COM	109.2	197 (D) Y X 192	ibilian ethiopia e e e e e	o de Sopo e de Siste	Communication of the Contract
intersection Capacity Utiliz	ation		02.1%	I GU	Level of	Service	G
Analysis Period (min)		12.000	15	100			
		明 [10]		TIME	N. S. IN STATE		要是"·"。
A SECTION OF THE PERSON OF THE	08.000.00 in			MON TO THE	E A	200	

	*	-	•	•	←	*	4	†	~	1	↓	1
			3 (1 to 1 t		West .	WENE	(Nata	4.4461	PR'			
Lane Configurations		7			4					100	4	
Volume (veh/h)	0	625	305	253	431	0	0	0	0	113	2	477
Sign Control		Free	NAME OF STREET		Free		erical district	Stop	-	Name and Address of the Owner, where the Owner, which the	Stop	SERVICE OF S
Grade	4.00	0%	4.00	141009	0%	1.00	4.00	0%	4.00	100	0%	
Peak Hour Factor Hourly flow rate (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 477
Pedestrians	U.S	020	303	200	431	U U	U	U	U	113	4 2 2 5	411
Lane Width (ft)		1000	NAME OF STREET	THE SHOP	FREE			松.至		No. of Lot	-01-035	
Walking Speed (ft/s)	Salara da			FREDRIKATION	2 - 1		47		- TANKS	77	The later later	HIN HADE
Percent Blockage	MARK MEAN		1833		1000	THE PARTY		SALO- FE	- 長間	ALI	- 44	H
Right turn flare (veh)												
Median type		None	Part I		None			MA PA	四间接	24 2		
Median storage veh)			min to the second		S. Date of the State of the Sta			OWINE STREET				STREET, SELECTION
Upstream signal (ft)		STATE.	ERED V			A Ve	- L		1	W # 38		1
pX, platoon unblocked	431		EBURDETAL	car	THE STREET		2402	4744	770	1744	1500	BEW 33
vC, conflicting volume vC1, stage 1 conf vol	431	CASH SHE		625	CSCREEN	- SIE	2192	1714	778	1714	1562	431
vC2, stage 2 conf vol	IN LABOR					PRESS TO	LINE S		10300000000			
vCu, unblocked vol	431	D. 2000	PB SEPPLI	625			2192	1714	778	1714	1562	431
tC, single (s)	4.2		科特特	4.2	ME STATE	NO.	7.1	6.5	6.2	7.3	6.7	6.4
tC, 2 stage (s)								minut in the company when			C. Constitution of the Con	CHICAGO STATE
tE (s)	2,3		10 维色	2.3	25.5	DEN.	3.5	4.0	3.3	3.7	4.2	3.5
p0 queue free %	100	The State of the S		72		and the same of th	100	100	100	0	97	18
cM capacity (veh/h)	1077	11.6:150	Hit.	905		01 14	5	66	400	49	72	582
	27 IUS 44 - 14	VE 1	(SE)	1		W. Sethio	W-		1.7.50			118
Volume Total	930	684	592		~ 红色帽	17 日 安 - 関州 20 - 17 日 VI		100	3-3-10 p.		13.7	
Volume Left	0	253	113									
Volume Right	305	- 0	477				0 学	1585				Street, Street
cSH	1700	905	189		Walter of the late			-	65	4376.72	narit months	FEDROMONIAN
Volume to Capacity	0.55	0.28	3.13			長	a la	Hart site		1 4 1		
Queue Length 95th (ft)	0.0	29 6.4	Err	ATTENDED TO		MAIN PARK	- TOWN - ST			TENNING THE	TO CHEST	SEE NO.
Control Delay (s) Lane LOS	0,0	A	F	RE TAK		SAN THE REAL PROPERTY.		NAME OF TAXABLE PARTY.	1003.00		San Brand	
Approach Delay (s)	0.0	6.4	Err			-		THE THE ST				X 15 1
Approach LOS		T VC SEL	F	STATE OF STATE OF	NT - III A NA	WATER	ALCA CARD	MICH S	5 6341			
The same of the sa				1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	white and the trade	3	Jan Ber	and the second second	····k): . ······k ···i	, yer girgen gebier		10.575 (
	asomiliations.	i i i Alfred	2005.2	a home of		200		in the second		1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 .	- C. 2-8 6 2 1	8. Ju.
Average Delay			2685.3	- 101	Lt outlet	Condoc	THE RESERVE		Н			2003
Intersection Capacity Utiliza Analysis Period (min)	auon		40.8% 15	ICC	J Level of	service ,	No. of the Land	- The same	de la		8	A LA
Analysis Period (min)			10				1 TOP	The state of the	6	1 17	F. U.S B.S.	
		THE STATE OF	- 2.6	ALCOHOLD ST		- Set Week	THE PERSON NAMED IN	To the more worth.	MAN HOLL	The second	一方子	MALTER AND

	A	-	*	1	-	4	1	†	-	1	1	1
				112						7.		
Lane Configurations	will distance of the control of the	4		Anna Carrier and Carrier	₽			4	WEST STATES	- Average	A 1477	
Volume (veh/h)	438	353	0	0	461	79	227	5	343	0	0	. 0
Sign Control	be server as an	Free	and the same of the		Free	- Contract of the Contract of	THE STATE OF THE	Stop	Winter Street	CONTRACTOR OF STREET	Stop	A METER SERVICE
Grade U. W. Harris	The Island	0%			. 0%			0%	n de		0%	
Peak Hour 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
Hourly flow rate (vph)	438	353	0	0	461	79	227	5	343	- 0	0	,0
Pedestrians	Charleston and		The State of the S	el Brown security	and the second second	yes were the second			est of Themas	F 1000		minimization (Constitution (Co
Lane Width (ft)		. Balling					Start .					《 文学》
Walking Speed (ft/s)	FORMUTE NO.	TO A STORY OF THE PARTY OF THE	ne managhilete		With the control of the control			ma " (no resultante de la constante de la cons	NAME OF TAXABLE PARTY.	West Transport	-	-
Percent Blockage			E = 192 (E)				-				- 第一	
Right turn flare (veh)			- No F MO	Lock of Glaws		R S-MARKS	EN LOCAL TORS		PEC - 1977 - 1922	CANAL PROPERTY AND ADDRESS OF THE PARTY AND AD		CONTRACTOR
Median tyce		None	13/10/15	Reflect to	None				D. Here 25			
Median storage veh)	200900	The state of the s	POR LAND		NAME OF TAXABLE PARTY.	-	000-00	9999		EN WARDE AND	W 42.00	OL STORY OF THE PARTY OF
Upstream signal (ft)			J. Daniel	1.0	Tun E	COD IN 18 I		AL DES		出議。		3.1
pX, platoon unblocked	E 101	W	of States in	000	NAME OF TAXABLE PARTY.	SERVICE N	4700	4700	252	0075	3700	F00
vC, conflicting volume	540			353	Selection.	A STATE OF THE SECOND	1/30	1769	353	2075	1/30	500
vC1, stage 1 conf vol	10000000	THE STREET	20121	NAME OF TAXABLE PARTY.	THE REAL PROPERTY.	SOTERINA	100 P 100 M			S TRANS		
VC2 stage 2 conf vol	540	And St		353	(1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	D. C.	1730	1769	353	2075	1730	500
vCu, unblocked vol	4.2	esta win - I am		4.2			7.3	6.7	6.4	7.1	6.5	6.2
tC, single (s)	4.2	HUS -		4.2		A STATE OF THE PARTY OF	1.3	0.7	0.4	and the	0.0	0.2
tC, 2 stage (s) tF (s)	2.3			2.3		1126161111	3.7	4.2	3.5	3.5	4.0	3.3
p0 queue free %	55		10世代後期	100			0	88	47	100	100	100
cM capacity (veh/h)	966	15 NO LOT	TOT BOTH	1173	A WATER		40	41	652	11	49	574
civi capacity (verint)	900		SE STATE	1113			40		002		43	314
Procedure Refresh	281	Wat	4/14	F. 38			pales in	#"			3767	* 8
Volume Total	791	540	575	7		1100						
Volume Left	438	0	227		(U) (C-Tale C-units - L-	W. Since			W.C. 2240 132-343			
Volume Right		79	343		4 6							
cSH	966	1700	92									
Annual to the second decision of the second to the second	0.45	0.32	6.28						科	13.00		1/2
Queue Length 95th (ft)	60	0	Err									
Control Delay (s)	9.5	0.0	Err	The state of the s	-						E 15.	124
Lane LOS	Α		F									A STANSON
Approach Delay (s)	9.5	0.0	Err								*	1
Approach LOS			F									
All Sale Called and Provided	advere .	and the same	řz	. 5 5 FW		· 2:364	ing a	77. ASB 782. U	e Carllian	ai aan I	e de la companya de l	
Average Delay			020.4						ones entite inc			
Intersection Capacity Utilization	A	12		ICU	Level of	Service			H			Prod.
Analysis Period (min)			15		-5.37			seminar and				200
	C - Wy		121.2	57 P	1000	PER PER PE	A PARTY		亚洲	.49		

	*	\rightarrow	7	1	←	*	1	†	1	1	ţ	1
Woodi za alian ka	EBL			e vijele		AlViels (NBT	NBR	SEL	831	SBR
Lane Configurations	*5	7		19	1+			4	74		4	
Sign Control		Stop		5	Stop			Stop			Stop	
Volume (vph)	7	443	8	171	401	15	16	39	156	8	68	10
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	7	447	8	173	405	15	16	39	158	8	69	10
in the state		112/2	WEN	NEC.	NB4	NBZ	SET		A DOMESTIC			
Volume Total (vph)	7	456	173	420	56	158	87					
Volume Left (vph)	. 7	0	173	0	16	0	8					27 100
Volume Right (vph)	0	8	0	15	0	158	10					
Hadj (s)	0.72	0.21	0.67	0.14	0.32	-0.53	0.12			5-5-1		
Departure Headway (s)	7.3	6.7	7.1	6.5	7.9	7.1	8.0					W
Degree Utilization, x	0.01	0.85	0.34	0.76	0.12	0.31	0.19				St.	15
Capacity (veh/h)	471	523	495	537	429	478	414			- Sallaware		
Control Delay (s)	9.2	36.3	12.4	26.2	10.8	12.0	12.9		Jan Ja			
Approach Delay (s)	35.9		22.2		11.7		12.9					
Approach LOS	AN E		C		В	W	В	- TO B		- 46		
				101					BE)			
Delay		#1 F	24.6	-	3/4/-1				l de la			635
HCM Level of Service		-ntw/s -	C									
Intersection Capacity Utiliza	tion		56.7%	IC	U Level o	f Service	1		В		Talle.	1 1
Analysis Period (min)			15									-
	340		DELEGIS	Non.				TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO SERVICE STATE OF THE PERSON NAMED STATE OF THE PERSON NAMED STATE OF THE PERSON NAMED STATE OF THE PER		1 2		

2: Ehlen Rd & Bents Rd/	Bents	Ct
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Yeverner	Lol			AUE -		WE:				: (S)		
Lane Configurations	ሻ	7		79	7+		ሻ	4		ሻ	7	
Volume (vph)	43	643	5	10-	675	230	11	0	52	188	0	38
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	在 件—	4.0	4.0	1 1
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	000) 407C T 464/300	1.00	1.00	報等形式()
Fit 11. (1)	1.00	1.00		1.00	0.96		1.00		14	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	N 10 - 3 E- 7 E	0.95	1.00	METERS OF
Satd. Flow (prot)	1676	1591	124	1513	1570	4	1541	1378	1	1676	1500	3. 域
Flt Permitted	0.17	1.00		0.32	1.00		0.73	1.00		0.55 976	1500	
Satd. Flow (perm)	294	1591	En L	511	1570		1184	1378	4.00			0.00
Peak-hour factor, PHF	0.92	1.00	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.92	0.92 • 0	0.92
Adj. Flow (vph)	47	643	5	10	675	250	11	0	52	Challe Wall Lag . Tare	30	. 41
RTOR Reduction (vph)	0	0	0	0	11	0	0	46	0	204	11	0
Lane Group Flow (vph)	47	648	0	10	914	0	11	NAME OF TAXABLE PARTY.	7.1	2%	2%	2%
Heavy Vehicles (%)	2%	13%	13%	13%	13%	2%	11%	2%	11%	and the second second	270	270
Turn Type	Perm		VI.	Perm			Perm			pm+pt	0	13.74
Protected Phases		4		and the same of th	8	w-30°	COMMUNICATION OF THE PERSON OF	2	Per	1	6	
Permitted Phases	4		. 9E II	8			2			6	32.3	
Actuated Green, G (s)	79.7	79.7		79.7	79.7	To Science	13.0	13.0		32.3 32.3	32.3	CHARL
Effective Green, g (s)	79.7	79.7		79.7	79.7	to safed	13.0	13.0	-	0.27	0.27	EE .
Actuated g/C Ratio	0.66	0.66	***************************************	0.66	0.66	100	0.11	0.11		4.0	4.0	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	3.0		3.0	3.0	1000
Vehicle Extension (s)	3.0	3.0	1000	3.0	3.0	S DE RESTAUR DE	3.0	3.0	- AND 1-15-11	352	404	THE PERSON
Lane Grp Cap (vph)	195	1057		339	1043		128	0.00		c0.07	0.01	Bala
v/s Ratio Prot	-	0.41	* * * * * * * * * * * * * * * * * *		c0.58	and the second s	0.04	CHARLES AND ADDRESS OF THE PARTY OF THE PART		c0.07	0.01	RIVERS!
v/s Ratio Perm	0.16			0.02	0.00		0.01	0.04		0.58	0.03	MA DEM
v/c Ratio	0.24	0.61	AND INVESTIGATION OF	0.03	0.88	Parameter .	48.2	47.9	SHAR	36.6	32.3	
Uniform Delay, d1	8.1	11.4	AL ALL	6.9	16.2 0.47	The same	1.00	1.00		1.00	1.00	3.0 40.240
Progression Factor	1.00	1.00		0.61	7.7	mary Laborate	1.00	0.5	- 84×	2.3	0.1	19.3
Incremental Delay, d2	0.6	1.17		4.2	15.3	的自由	49.5	48.4	made le	38.9	32.4	, R No.
Delay (s)	8.7	12.5	BOWN DO	4.2 A	10.5 B		43.0 D	D		D	C	X. Cale
Level of Service 1	A	12.2	B. INE	A	15.2	以表示。 第3章	45 U	48.6	January B		37.8	
Approach Delay (s)		12.2 B	1754	· 在 · · · · · · · · · · · · · · · · · ·	13.2 B		SV DE	-0.0	7,074,071	A de la	D	包括左
Approach LOS		D.	San Fe		0	A 24 4			SECRETAL SEC			
me saziolisti il ve	- 749 - 1						5,500			新华 108 600		
HCM Average Control Delay		1, 1	18.1	H	CM Level	of Service	•		Ba	15.24	O TOWN	
HCM Volume to Capacity ratio		The committee of	0.79									E-ACTION COLOR
Actuated Cycle Length (s)	The American		120.0		im of lost		1 1 1-1-	1131	8.0	LA ET	4 3 (24)	日本日
Intersection Capacity Utilizatio	n		76.6%	IC	U Level o	f Service		Seedings of the see	D		SER SERVICE PROPERTY.	BWEET OF T
Analysis Period (min)		12:4	15	721 44 6.0		The Lead	Lille	- Alas		The pulses		

c Critical Lane Group

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					KANETE	Meise	Week.					
Lane Configurations		†	75	M					with the same		4	74
Volume (vph)	0		259	253	412		0	0	0	113	2	440
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	第 建 4	4.0	4.0	4.0	4.0					H ELES	4.0	4.0
Lane Util. Factor	THE STATE OF THE S	1.00	1.00	1.00	1.00	- II - I - I - I - I	E TORNESSE	- SERVICE ROOM		in the standard	1.00	1.00
Fritz Land Harris Table		1.00	0.85	1.00 0.95	1.00	9808 S.	F 2 3 3	- 5348	14 - 17 T		1.00	0.85 1.00
Fit Protected Satd. Flow (prot)	INT LE	1607	1366	1513	1593			1 - 3 m	111111111	200	1395	1244
Flt Permitted	ARE ALL	1.00	1.00	0.32	1.00	19	200		ER ES	A PART HA	0.95	1.00
Satd. Flow (perm)	THE STATE OF	1607	1366	513	1593			SET S		1	1395	1244
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	505	259	253	412	0	0	0	0	113	2	440
RTOR Reduction (vph)	0	0	130	0	0	0	0	0	0	0	0	249
Lane Group Flow (vph)	0	505	129	253	412	0	0	0	0	0	115	191
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	0%	0%	0%	23%	23%	23%
ium (yee	PART BE		Perm	Perm	449.11		THE			Perm	排動	Perm
Protected Phases		4			8						6	
Permiffed Phases			4	8	100		. THE	4 4		6	3 DE	6
Actuated Green, G (s)	III - III - 1 2 - 2 - 20	59.8	59.8	59.8	59.8						52.2	52.2
Effective Green, g (s)	134	59.8	59.8	59.8	59.8			SLEE			52.2	52.2
Actuated g/C Ratio	CONTRACTOR OF THE REAL PROPERTY.	0.50	0.50	0.50	0.50	-				er with the teacher to	0.44	0.44
Clearance Time (s)		4.0	4.0	4.0	4.0		1.	14.70.1	1 324		4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	CONTRACTOR OF THE	ASMEDITE OF SECTION		W	The Company	3.0	3.0
Lane Grp Cap (vph)		801	681	256	794		建制。	100		200	607	541
v/s Ratio Prot	0 20 M 1000	0.31	0.00	0.40	0.26	All Control of the Co		AND RES	WE COLD	In the Control	0.00	V-0 45
v/s Ratio Perm	stual	0.00	0.09	c0.49	0.50				-	MARK 12	0.08	c0.15 0.35
v/c Ratio	WING S	0.63	0.19	0.99	0.52			S. D. W. C.			20.9	22.6
Uniform Delay, d1 1111		0.88	0.74	0.67	0.54	1000 S 000 00 142			- C - De Just		1.00	1.00
Incremental Delay, 02		1.4	0.14	45.1	0.54		(BILL) (BIA)	25 MILES	15	783 17 W	10.7	
Delay (s)	12 14 17 1	20.8	12.5	65.1	11.5	BONIA LIBERT	ET INTERES	20 10 h 14 st 2			21.6	24.4
Level of Service		PIC	В	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	-	WESS .		1. 4		Aug.	C	C
Approach Delay (s)		17.9		DOMESTIC STATE	31.9	ENSKIN (SEANCE)		0.0		THE STATE OF THE S	23.9	NACOUS BEING
Approach LOS		В			C			A	A PROPERTY OF	新生产	C	22-
		8			FISH	SWEET ST	NAME OF STREET		5 5 5 5 5	STATE	N Sept. 1	2011
MOVEMENT OF THE PROPERTY.			24.3	THE PLAN	Milavel	of Service		4	0.1			
HCM Average Control Delay HCM Volume to Capacity ratio	100		0.69	ALC:	IN Level	of Service			M. Y.		THE SPACE STATE	110
Actuated Cycle Length (s)		ER VETE	120.0	1 5 Cm	m of last	time (s)	1 3 5 TE		8.0			
Intersection Capacity Utilization	IP IS W		77.3%		J Level of		*		D	300	A	
Analysis Period (Min)	4735	Ma z	15				1 1 10	S MT	ではおば	TT THE	AL THE SE ST	1

	٨	→	*	•	4	*	4	†	1	1	1	1
Movement of the control	EBB	EBI	EBR	WEL	WEL	WBR	KINGL!					
Lane Configurations	*	↑	MISSEL ET	STORY WAS	450	7	ን	7>	242	0	0	0
Volume (von)	327	344	4000	4000	458	79	211	5	343 1800	1800	1800	1800
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1000	1000	1000
Total Lost time (s)	4.0	4,0	The Party		THE RESERVE THE PERSON NAMED IN COLUMN TWO	THE RESERVE TO SERVE THE PARTY OF THE PARTY	1.00	1.00				100 79
Lane Util. Factor	1.00	1.00	A POST A DESK		1.00	1.00	1.00	0.85			97/8 LEVE	
Ert Marie Bergari	1.00	LOTE CONTROL MANAGEMENT		144 5 2 - 75	THE RESERVE OF THE PARTY OF THE	1.00	0.95	1.00				73
Flt Protected	0.95	1.00 1565		同时间接机	1.00	1417	1425	1278	on the second		13	
Said Flow (prof)	1487	1.00			1.00	1.00	0.95	1.00	O STATE OF THE PARTY OF THE PAR			
FIt Permitted	0.95	1565	E8 2 25 45	H 2 (1005)	1667	1417	1425	1278	No. of the Manager		3	A THE REAL PROPERTY.
Satd. Flow (perm)	1487		4.00	4.00					4.00	4.00	1.00	4.00
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	327	344	0	0	458	79	211	5	343	STATE OF THE PERSON NAMED IN	CONTRACTOR STATES	Account of the last
RTOR Reduction (vph)	0	0	0	0	0	39	0	229	0	0	0	0
Lane Group Flow (vph)	327	344	0	0	458	40	211	119	0		0	0
Heavy Vehicles (%)	15%	15%	15%	8%	8%	8%	20%	20%	20%	0%	0%	0%
Turn Type	Prot					Perm	Prot					and the second
Protected Phases	7	4	SEPA Transfers show	MI Warmannesson	8		5	2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	46.00000110	CONTRACT OF
Permitted Phases	G E I	End of the		1915	361	8	THE REAL PROPERTY.	Maria Constitution	-5040	1050008		
Actuated Green, G (s)	30.7	72.2	SHIP IN BOOK	MENT STREET, S	37.5	37.5	39.8	39.8	CONTRACTOR OF THE PARTY OF THE		# 100 100 100	S - 1
Effective Green, g (s)	30.7	72.2			37.5	37.5	39.8	39.8		and the		
Actuated g/C Ratio	0.26	0.60	CANADA WINDOWS DATE	NAME OF TAXABLE PARTY.	0.31	0.31	0.33	0.33	STATE OF THE PARTY	TURE W	COMMON STATE	W 20 77 20 20 20 20 20 20 20 20 20 20 20 20 20
Clearance Time (s)	4.0	4.0	Little	THE TEN	4.0	4.0	4.0	4.0			7 E. T.	3 7
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		THE RESERVE AND ADDRESS OF THE PARTY OF THE		
Lane Gro Cap (vph)	380	942	A SELECT		521	443	473	424	1.05	经验		-5/Ag
v/s Ratio Prot	c0.22	0.22		water and a transfer and	c0.27		c0.15	0.09	STORY OF STATE OF STA	25 17 3465		- CONTRACTOR N
vis Ratio Perm		1011			18E	0.03		S. TES		J. Pfiz		
v/c Ratio	0.86	0.37	NOT ANY ANY ANY ANY ANY		0.88	0.09	0.45	0.28		TENER NO.		new chellen
Uniform Delay di	42.6	12.2			39.1	29.2	31.5	29.5		BEN AS		
Progression Factor	0.85	0.40	THE RESERVE OF THE PERSON	ant that was consumed to	1.00	1.00	1.00	1.00	17974		er eteration en en	The same of the sa
ncremental Delay, d2	16.6	0.2		13.4	15.5	0.1	0.7	1.6			4 1	
Delay (s)	52.8	5.1	-		54.6	29.3	32.1	31.2		THE REPORT OF THE PARTY.	ensile the state of the state o	A process
evel of Service	D 3	A		hus a	D	C	C	C	THE STATE OF	THE SHAR		
Approach Delay (s)		28.3		The second second	50.9			31.5			0.0	Delicate Commission of
Approach LOS		C	Militar.	130	D		583	C		llei-	A	
SESSET VIII SUF-			The state of	8/6 1 8/6		1 (2002)	200	E 8		# -500		\$50×X
HCM Average Control Delay	1		36.2	40	VI avala	of Service			D			
ICM Volume to Capacity ratio		. At Dollar	0.71	1101	VI LOVOI C	JI OCI VICO		- Carpana	200	- 6		
civated Cycle Length (s)			120.0	Sun	n of lost t	ima (e)		COMP. Security	12.0			Sex 1
ntersection Capacity Utilization	n	CALCUST STATEMENT OF THE PARTY	7.3%		Level of		list themselves to the		D	487 50	200	1.50
malysis Berios (min)			15		Feat Of	OGI VICE	Marie Company	THE WATER AND		and Art	Constant of	
Critical Lane Group	Ot. Butto		1911		5	100	The second	TO LINE WILL		A STATE OF THE STATE OF	The state of	1
Citical Laile Group												

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Water and the second	a said	1189	149.			W 38			NBR.	13:27		
Lane Configurations	7	7→		*	7	Cally Co		र्स	74		4	
Sign Control	制展 三人	Stop			Stop	3 P	15.6	Stop			Stop	100
Volume (vph)	7	443	11	227	401	15	25	39	322	8	68	10
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	7	447	11	229	405	15	25	39	325	8	69	10
Pilot		3:00 P	N/1748	WB 2	NB II	VB 2	SET					
Volume Total (vph)	7	459	229	420	65	325	87					
Volume Left (vph)	7	0	229	0	25	0	8	U sales	1300		STATE OF	HA SH
Volume Right (vph)	0	11	0	15	0	325	10					
Hadi (s)	0.72	0.20	0.67	0.14	0.37	-0.53	0.12				71	
Departure Headway (s)	8.3	7.8	8.1	7.5	8.4	7.5	9.0	and the same of th			No. of the last	
Degree Utilization x	0.02	0.99	0.51	0.88	0.15	0.67	0.22	200 julio -	100	The state of the s	72.572	Jie -
Capacity (veh/h)	415	459	444	477	424	471	374	-		March or Street, or other party of the last of the las	No. Professional	Total Control
Control Delay (s)	10.2	65.5	18.1	43.2	11.7	23.4	14.5				12	500
Approach Delay (s)	64.7		34.4		21.5		14.5	omer sment		Series and Series	MEN STINION	
Approach LOS	F	据 10	D		C		В	100	# 5		444	A 1 62 1
d + 198111								Soule	1	3		NICO BO
Delay	1 1		39.0	The same of the			77.67	- 4		3		
HCM Level of Service			E			MT/1 T T					TO SERVICE OF	Marine State
Intersection Capacity Utilizat	ion	Riskan	61.2%	IC	U Level o	f Service	A TO		В			- 9
Analysis Period (min)			15		-		SHEET THE SAME	-	NAME OF TAXABLE PARTY.	COLO STITUTE	seignicut a Mi	
						12		1 4		CELL	San Tar	

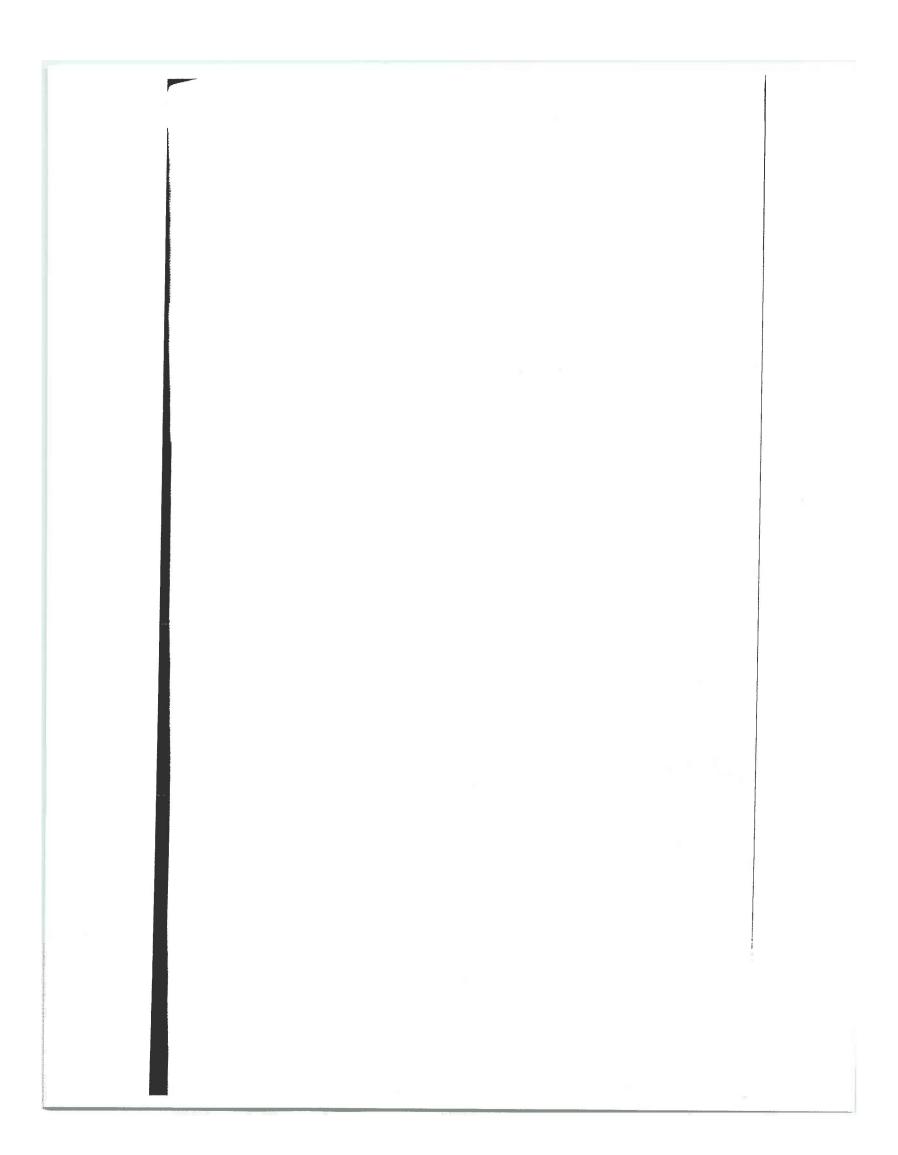
1 F	hlen	Rd	&	BI	itte	ville	Rd
	111611	NU	CX	\mathbf{r}	THE	AHIC	1 10

	1		7	1	←	4	4	1	1	1	ļ	4
1		200			AN 5374						THE CAMPAGE NAME AND ADDRESS OF	
Lane Configurations	7	7		7	7>			र्स	74		4	enements 2
Volume (vph)	7	443	11	227	401	15 -	25	39	322	8	68	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		F-3 L	4.0	4.0	E ALL	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	THE PROPERTY OF
File And The Control of the Control	1.00	1.00	Tolk State	1.00	0.99		4 - 1	1.00	0.85	ALAIT.	0.98	
Fit Protected	0.95	1.00		0.95	1.00	and one recommend		0.98	1.00		1.00	W. W. S. C. C. C.
Satd. Flow (prot)	1513	1587		1555	1628			1605	1391		1604	
FIt Permitted	0.95	1.00		0.95	1.00	rm passining	None and the second	0.88	1.00	WINE LONG TO A STATE OF THE PARTY OF THE PAR	0.97 1569	DOM: NO
Satd. Flow (perm)	1513	1587		1555	1628			1432	1391	No. of Contract of	Color Designation (Springer	0.00
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	7	447	11	229	405	15	25	39	325	The state of the latest and the late	Harrison West	10
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	276	0	4 83	0
Lane Group Flow (vph)	7	457	0	229	419	0	0	64	49 7	Control of the last of the las	10%	10%
Heavy Vehicles (%)	13%	13%	13%	10%	10%	10%	10%	10%	10%	10%	10%	10%
ikimuype ki i	Prot			Prot			Perm	5. 集	Perm	Perm	6	
Protected Phases	7	4		3	8	Harris Colombia Sale		2		0	O THE PLANT OF THE PARTY OF THE	
Permitted Phases				2792	211		2	24	10.3	6	10.3	
Actuated Green, G (s)	0.5	29.6	ge or her personal to	16.8	45.9	MANAGEMENT OF THE OR		10.3	10.3	188	10.3	AVE 328
Effective Green, g (s)	0.5	29.6		16.8	45.9	- 6.		10.3	19 JAC 18 19 ST BENGE	150	0.15	
Actuated g/C Ratio	0.01	0.43	- COLOR	0.24	0.67		加州市	0.15	0.15		4.0	
Clearance I ime (s)	4.0	4.0		4.0	4.0	E BEE		3.0	3.0		3.0	
Vehicle Extension (s)	3.0	3.0	- 0.1 E9 %/G9	3.0	3.0	STATE OF THE PARTY OF	TO THE PARTY OF	215	209	一种	235	
Lane Grp Cap (vph)	11	684	图 1	380	1088	MARK	e di di	215	209	Park la	239	
v/s Ratio Prot	0.00	c0.29	NAME OF TAXABLE PARTY.	c0.15	0.26	To XXX TO THE		0.04	0.04		c0.05	
v/s Ratio Perm			4880	0.00	0.20			0.30	0.04		0.35	
v/c Ratio	0.64	0.67		0.60	0.39			26.0	25.7		26.2	
Uniform Delay, d1	34.0	15.6		1.00	1.00		A FREE	1.00	1.00	100	1.00	
Progression Factor	1.00 81.7	1.00	CONTRACTOR	2.7	0.2	NIDS STATE		0.8	0.6	7	0.9	VI.
Incremental Delay, d2	The state of the s	THE RESIDENCE OF THE PARTY OF T	Valle II	25.7	5.3			26.8	26.3	Short m	27.1	
Delay (s)	115.7	18.1 B	1 1 7 9 2 M 1 1 1 1	20.7	J.3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 北京 金	20.0	20.0	T BAT	C	B. Francisco
Level of Service		19.6		· ·	12.5	80 11 18	ACC ASSAULT	26.4		1100	27.1	STAND SHOW CH
Approach Delay (s)		19.0		mistra in a	8 B	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		C		FF	C	REAL PROPERTY.
Approach LOS		DI D			E S Z PALI			Y	ALC: NAME OF TAXABLE PARTY.	Carlo Brown		
ir se remien			han 1		March 1	100				262	34.3	a landa and a
HCM Average Control Delay			18.8	HC	M Level	of Service		160	В			
HCM Volume to Capacity ratio			0.59		M 444 54 57 57 57 57 57 57 57 57 57 57 57 57 57	orto approximation in the same		TWO TO A STATE OF		D.S. Company	ESTA D. COM.	
Actuated Cycle) Length (s)	J. He		68.7		m of lost		1	40 Edw	12.0			112.3
Intersection Capacity Utilization	1		61.2%	ICI	J Level of	Service		TOTAL TAXABLE	В	Walter Co.	ta - Marine	
Analysis Period (min)			15	Division in						Mary Bar		

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	Marie (A						ây:		News	48	SPOW. MI	HEE!
Lane Configurations	ሻ	7+		ሻ	7	F-7201/#2	7	P.	The same of the sa	ሻ	7>	
Volume (voh)	43	809	WANTED STREET	10	731-	230	11.	0	52	188	0	38
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	MUE !	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	NE TOURS	1.00	1.00	
Fit Table 1	1.00	1,00		1.00	0.96	W.	1.00	0.85	4400	1.00	0.85	Canad
Flt Protected	0.95	1.00		0.95	1.00	AT IN MINISTER	0.95	1.00	C-BREE	0.95	1.00	SUDSTANTAL
Sald: Flow (prot)	1676	1591	THE TALL	1513	1571	3 38 B	1541	1378	A CONTROL OF	0.53	1.00	
FIt Permitted	0.16	1.00	e uman month and	0.25	1.00	NAMES OF THE OWNER, THE	0.73	1.00	COLUMN TWO	929	1500	NAME OF
Satd. Flow (perm)	284	1591		393	1571		1184		4.00	0.92	0.92	0.92
Peak-hour factor, PHF	0.92	1.00	1.00	1.00	1.00	0.92	1.00	0.92	1.00	204	0.92	0.92
Adj. Flow (vph)	47	809	5	10	731	250	11	THE REST WHITE CO.	PROPERTY OF THE PARTY OF THE PA	0	31	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	47 5	0	204	10	0
Lane Group Flow (vph)	47	814	0	10	971	0	11%	2%	11%	2%	2%	2%
Heavy Vehicles (%)	2%	13%	13%	13%	13%	2%		2%	1170		270	270
Tum Type	Perm			Perm		DIE P	Perm	0	E BOOK SELS	pm+pt 1	6	
Protected Phases	and the state of	4	THE REAL PROPERTY.		8	-		2	建	6	O TO THE	
Permitted Phases	4	JAN		8	1005	25 123 2	2	10.7		28.5	28.5	
Actuated Green, G (s)	83.5	83.5	100	83.5	83.5	Disay in S. S.	10.7	10.7	440 W 402	28.5	28.5	53.55 M
Effective Green g (s)	83.5	83.5		83.5	83.5		10.7	0.09		0.24	0.24	400
Actuated g/C Ratio	0.70	0.70	SALES AND ADDRESS OF THE PARTY	0.70	0.70	-	0.09	4.0	(move-9/15	4.0	4.0	网络拉哥
Clearance Time (s)	4.0	4.0		4.0	4.0	4 1 1 1 1 1 1	3.0	3.0		3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			123	President.	307	356	0 3 1
Lane Grp Cap (vph)	198	1107		273	1093		106			c0.08	0.01	
v/s Ratio Prot	Service Control	0.51			c0.62		0.04	0.00	-	c0.08	0.01	
v/s Ratio Perm	0,17			0.03	0.00		0.01	0.04	-	0.66	0.03	
v/c Ratio	0.24	0.74	CONTRACTOR OF THE PARTY OF	0.04	0.89		50.2	49.9	-	39.8	35.1	
Uniform Delay, d1	6.6	11.4		5.7	14.5		1.00	1.00		1.00	1.00	
Progression Factor	1.00	1.00		0.69	0.76 8.1	ALC: Y	2.0	0.6	THE REPORT OF THE PERSON NAMED IN	5.3	0.1	
Incremental Delay, d2	0.6	2.6	300	0.0	THE RESERVE OF THE PARTY OF THE	- 100	52.2	50.5	SE SE	45.1	35.3	
Delay (s)	7.3	13.9	and the same of	4.0 A	19.2 B	Name of the	D D	50.5 D	STEENER IN	43.1	- 05.5	4 - 0
一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	A	В		A A	19.1		U	50.8		- L	43.5	
Approach Delay (s)		13.6	M WIGHTS		19.1	RESTACES.	7.1.	J0.0	ia a		75.5 D	
Approach LOS		В		4-7-	0	A STATE OF THE STA		V.		double on	10.00	
he of gunsummer) in the	White.	May 1				60			C			
HCM Average Control Delay	WE WILL	THE THE	20.6	H	CM Level	or service	1 21	AT TRACE	C		3 10 10 10	
HCM Volume to Capacity ratio			0.83		-	Para (-)	TO SERVICE STATE OF THE PARTY O	53415.34	8.0		A CHARLES	MERCHANIA.
Actuated Cycle Length (s)		THE .	120.0		ım of lost				0.0 D		Vales -	0.00
Intersection Capacity Utilizatio	n	and when the re-	79.7%	IC	U Level o	Service	* 7.5				75	H1557
Analysis Period (min)		40 h See 34	15	三岁 原		E CONTRACT	Allen and			and Edical	5 Suit	1000

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Movement 11 3					i i i	15 Tag. 15			jary.	SaL)		
Lane Configurations		4	75	7	1						न	74
Volume (voh)	0.	625	305	253		0.	0	0	0	113	2	477
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0	4,0	4.0			iau i			4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00						1.00	1.00
Fit 到值,自由的		1,00	0.85	1.00	1.00			Till	No.		1.00	0.85
Fit Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		1607	1366	15/8			Ethile I				1395	1244
Flt Permitted		1.00	1.00	0.29	1.00	120 (23.0)		7.004.31670			0.95	1.00
salo (forgiem)) : F	MAN IN	1607	1366	461	1593					\$45.5	1395	1244
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ad Flow (vph)	0	625	305	253	431	0	0	0	0	113	2	477
RTOR Reduction (vph)	0	0	125	0	0	0	0	0	0	0	0	305
Lane Group Flow (vph)	0	625	180	253	431	0	0	0	0	0	115	172
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	0%	0%	0%	23%	23%	23%
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases	to Lea		4	. 8	In this				A	6	TALE	6
Actuated Green, G (s)		69.9	69.9	69.9	69.9						42.1	42.1
Effective Green, g (s)		69.9	69.9	69.9	69.9		2				42.1	42.1
Actuated g/C Ratio		0.58	0.58	0.58	0.58	***************************************		ne been we sto	SALES OF THE SALES	SENS PROSPERATION OF LIST	0.35	0.35
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					AND DESCRIPTION OF THE PERSON NAMED IN	3.0	3.0
Lane Grp Cap (vph)		936	796	269	928						489	436
v/s Ratio Prot		0.39		Mar Carl Marian	0.27		ADEROVATION OF	AND THE RESERVE OF THE PERSONS			-	ON THE REAL PROPERTY.
v/s Ratio Perm			0.13	c0.55	A STATE		1461	Steele -	10.00		0.08	c0.14
v/c Ratio	WE STATISTICS WAS	0.67	0.23	0.94	0.46	o market eres	CTT TO SERVE	and the same	W75 2 155	11 (T) P-4 e0 ma	0.24	0.39
Uniform Delay, d1		17.1	12.0	23.1	14.3	1 5 7 1 E					27.6	29.3
Progression Factor	PLANTING TO SERVICE	0.87	1.10	1.99	1.91	CONTRACTOR STATE					1.00	1.00
nsenedal Jefyaiz		1.3	0.1	28.9	0.2		制 報 2	4 3			1.1	2.7
Delay (s)	NOVEMBER BEING TO A	16.1	13.3	74.9	27.6	NAME OF THE OWNER, WHEN	-25 (D) A	MINISTER OF STREET		Company of the Compan	28.7	32.0
Levelof Service, 1	10000000000000000000000000000000000000	В	В	E	. C	STORE Y		MARKET DE	N All		C	C
Approach Delay (s)	a water to the same of	15.2	T DO THE R		45.1	TA FARMED IN		0.0		500.00	31.4	
Approach LOS	Maria La Caracia	В		Hara	D	NOTE !	THE STATE OF	A		& 1.0E	C	
meleggive subject	2 - 3		Tronk									- 14
HCM Average Control Delay			28.8	HC	M Level o	of Service			C			
HCM Volume to Capacity rat	io		0.74	Market Market	MINISTER CHIMINE	COMPANY CONTRACT	GROSSING CONSTRU	CONTRACTOR DESIGNATION		4	~ 10.	NO. OTHER DESIGNATION
Actuated Cycle Length (s)	A Miles		120.0	Section 1997	m of lost t	PRODUCE OF REAL PROPERTY.	200		8.0		a poblication	
Intersection Capacity Utilizat	ion		83.9%	ICL	J Level of	Service		CENTRES STORY	E	75.5		The state of the
Analysis Period (min)	i i i i i i i i i i i i i i i i i i i	5.2	15	No. of the last	1 th		1 1 1 1 1 1 3 N		19.0		to a la decima	

	۶	-	*	•	-	4	1	†	~	1	ţ	1
Movement	6 (E8)	EBI	EBR	WBL	WBT	WBR	NBL	要も近	NBR	SBL	(Sizio	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Lane Configurations	75	↑			†	7	*5	7+				
Volume (vph)	438	353	0	0.0	461	79	227	5	343	0	A STATE OF THE STATE OF	Service Control of the Control of th
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	1 18 1		4.0	4.0	4.0	4.0			L Maria	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Fit Is all the second	1.00	1.00	Azda	to William	1.00	0.85	1.00	0.85			How it	
Fit Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1487	1565			1667	1417	1425	1278		BEAL WILL		
Flt Permitted	0.95	1.00		heles/servent	1.00	1.00	0.95	1.00				ENCLOSED TO THE
Satd. Flow (perm)	1487	1565			1667	1417	1425	1278		. All a		949
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	438	353	0	0	461	79	227	5	343	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	248	0	0	0	0
cane Group Flow (vph)	438	353	0	0	461	42	227	100	0	0	0	0
Heavy Vehicles (%)	15%	15%	15%	8%	8%	8%	20%	20%	20%	0%	0%	0%
Tum Type	Prot					Perm	Prot	11/2				
Protected Phases	7	4			8		5	2				200 Marine 1900
Permitted Phases						8		7 1				The state of the s
Actuated Green, G (s)	38.6	78.8			36.2	36.2	33.2	33.2				
Effective Green, g (s)	38.6	78.8	*R		36.2	36.2	33.2	33.2			3	
Actuated g/C Ratio	0.32	0.66			0.30	0.30	0.28	0.28				
Clearance Time (s)	4.0	4.0	BREE		4.0	4.0	4.0	4.0		1	1	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	478	1028			503	427	394	354		I, Ex		
v/s Ratio Prot	c0.29	0.23			c0.28		c0.16	0.08				
v/s Ratio Perm					Principal State of the	CONTRACTOR OF THE PARTY OF THE	High -	- 1				
v/c Ratio	0.92	0.34			0.92	0.10	0.58	0.28				
Uniform Delay, d1	39.1	9.1	4 110		40.4	30.2	37.3	34.1				
Progression Factor	0.71	0.42			1.00	1.00	1.00	1.00		oc transcommunication		
Incremental Delay, d2	20.3	0.2			21.4	0.1	2.0	2.0		Break b	10 . FI	
Delay (s)	48.1	4.0			61.9	30.3	39.4	36.0	N HALFERS THE PARTY OF THE PART		NI THE AND A STATE OF	Charleton.
Level of Service	D	Α			TIE	C	D	D D		1011	10	
Approach Delay (s)		28.4		numeri e e	57.2	To the state of th		37.4	Tabawa Taba		0.0	
Approach (OS		C		iigist i	E	E EV. S	MARCH	D			A	S. Laci
meisoko silada								4			v 44.55	
HCM Average Control Delay		De la Tra	39.3	HC	M Level	of Service	9		D	4555	7	是 是 過
HCM Volume to Capacity ra	itio	CONTRACTOR AND ADDRESS.	0.81		Since the		T 1 1 1 1 1 1 1 1		400		de anno anno	
Actuated Cycle Length (s)	Dest Control		120.0		m of lost				12.0		105	S LOGICAL
Intersection Capacity Utiliza	tion	To the second	83.9%	ICL	J Level of	Service	THE STATE OF	NAME OF BRIDE	E		S or waterba	***
Analysis Period (min)			15	ALL SE				En Assi		81 6 3	1 12 2	Co OF



APPENDIX F
Queuing
Calculations

Intersection: 1. Ehlen Rd & Butteville Rd

Movement	EB	EB	WB	NB	SB			nt or		
Directions Served	L	TR	L	LTR	LTR					- 1
Maximum Queue (ft)	22	12	92	88	64				F. A	, 15 T W.
Average Queue (ft)	1	1	24	39	25				Value of the same of the same	
95th Queue (ft)	* 8	6	63	69	50			4		41
Link Distance (ft)		746			3757			The same of the sa	and the same of th	Marine Commercian Comm
Upstream Blk Time (%)				41.4						
Queuing Penalty (veh)			miles - v							
Storage Bay Dist (ft)	100		200				5.0			
Storage Blk Time (%)	47-4							and the second second second		Water State of the
Queuing Penalty (veh)										

Intersection: 2: Ehlen Rd & Bents Ct

Movement	WB	NB	NB	
Directions Served	LT	L	R	
Maximum Queue (ft)	27	34	74	
Average Queue (ft)	1	6	24	
95th Queue (ft)	12	25	58	
Link Distance (ft)	743		1020	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		175		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ehlen Rd & Bents Rd

Movement	EB A	WB.	SB		184							$E' = \{0,1\}$	8
Directions Served	LT	TR	LR			Loss and House at Loss		16					
Maximum Queue (ft)	133	87	183	Mile.	37			6 104			人。此時		W
Average Queue (ft)	24	32	81						- Interior				Title 1
95th Queue (ft)	84	- 77	145										20
Link Distance (ft)	743	40	1512					P. C. S.					and .
Upstream Blk Time (%)	The Part of	2								12.00			
Queuing Penalty (veh)		8											
Storage Bay Dist (ft)		可能	觀。一是	Lou The		2 1	O.			96	4年4		4
Storage Blk Time (%)			na-manage e g							The Court of States			
Queuing Penalty (veh)		N. H.	SE F		The state of				THE REAL PROPERTY.		AND DESCRIPTION OF THE PERSON		

Intersection: 4: Ehlen Rd & SB Off-Ramp

Moterien - 22 s	(2.44)	V/E			2 W				
Directions Served	TR	LT	LTR		ewist contracts	Value Mail In the Con-			
Maximum Queue (ft)	117	171	355		70 3 9			医子类的	4
Average Queue (ft)	38	64	182						
95th Queue (ft)	98	136	341	43 200			1.0	-40,000	
Link Distance (ft)	40	346							A STATE OF THE STA
Upstream Blk Time (%)	1	F	4	(et-					30
Queuing Penalty (veh)	7								
Storage Bay Dist (ft)			1 F				21.70		
Storage Blk Time (%)		Mics condition							
Queuing Penalty (veh)	af Isl	1		LESS.			- 1 h		TO MAKE THE

Intersection: 5: Ehlen Rd & NB On-Ramp

Movement 4.2 4.4 4.4	EB!	WB	NB at	第2章 经金额		4		AND BUILDINGS
Directions Served	LT	TR	LTR					
Maximum Queue (ft)	160	21	403		积备 "		牌	4
Average Queue (ft)	58	1	197					
95th Queue (ft)	120	11	392	Transfer of		La Baylor	2.0	7.4
Link Distance (ft)	346	1675						
Upstream Blk Time (%)	X		20	The state of the s				
Queuing Penalty (veh)								
Storage Bay Dist (ft)			4000	一种				
Storage Blk Time (%)					22.WFc=46-44%			
Queuing Penalty (veh)	To 500 0 1				* 1	APER S		and the con-

Zone Summary

Zone wide Queuing Penalty: 15

Intersection: 1. Ehlen Rd & Butteville Rd

Meyenical estimates			N USE	40:0	(SAR)	SB .	
Directions Served	L	TR	L	TR	LTR	LTR	
Maximum Queue (ft)	17	35	90	25	149	101	
Average Queue (ft)	1	2	31	1	63	35	
95th Queue (ft)	10	20	70	9	114	71	
Link Distance (ft)		1746		2365		3757	
Upstream Blk Time (%)				T. P. S. Ku	No.		
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		200-				
Storage Blk Time (%)							
Queuing Penalty (veh)				100	111		

Intersection: 2: Ehlen Rd & Bents Ct

	WB.	NB.	A NB			6, L (5.9)	the State	
Directions Served	LT	L	R					
Maximum Queue (ft)	48	42	72		EV GL			A TOWNER
Average Queue (ft)	4	10	36					
95th Queue (ft)	30	33	65	74	A SUNTER STATE OF			
Link Distance (ft)	743		1020					
Upstream Blk Time (%)			SVI TO				Phil Ma	SELECTION.
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175			7 8 1 1		Difference of the second	to the second
Storage Blk Time (%)								
Queuing Penalty (veh)	17.15美術				3.1		5.	

Intersection: 3: Ehlen Rd & Bents Rd

		WB	SB	
Directions Served	LT	TR	LR	
Maximum Queue (ft)	230	114	1570	
Average Queue (ft)	56	42	1378	
95th Queue (ft)	182	92	1926	
Link Distance (ft)	743	40	1512	
Upstream Blk Time (%)		3	65	
Queuing Penalty (veh)		21	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)	500		1987	

Intersection: 4: Ehlen Rd & SB Off-Ramp

Movement 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EB .	WBW	SB	L. A. F. Marie					a 0 3,	A 1 6 26 1
Directions Served	TR	LT	LTR				# 195.F7400 IN 195.55 IN			aumy-year
Maximum Queue (ft)	122	342	408		NA B	Hatti I				FILE CONTROL
Average Queue (ft)	61	135	383					11(
95th Queue (ft)	118	259	411		THE T					
Link Distance (ft)	40	346								
Upstream Blk Timle (%)	4	0			W. H	13. 2		9.		10.4%的图
Queuing Penalty (veh)	31	2							The state of the s	
Storage Bay Dist (ft)					Lat.		11.00			AL AND DE
Storage Blk Time (%)										
Queuing Renalty (veh)		1	1.0							

Intersection: 5: Ehlen Rd & NB On-Ramp

Coins and	1 188	WBi	11.9	
Directions Served	LT	TR	LTR	
Maximum Queue (ft)	274	73	433	
Average Queue (ft)	110	7	407	
95th Queue (ft)	207	35	432	THE PROPERTY OF THE PARTY OF TH
Link Distance (ft)	346	1675		
Upstream Blk Time (%)	0	4		
Queuing Penalty (veh)	11			
Storage Bay Dist (ft)		Take 1		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 55

Intersection: 1: Ehlen Rd & Butteville Rd

Advantage of the second	FF. A				(B)	8B.	
Directions Served	L	TR	L	TR	LTR	LTR	
Maximum Queue (ft)	P 44 3	30	89	16	498	82	
Average Queue (ft)	4	2	36	1	195	36	
95th Queue (ft)	23	15	73	8	436	69	
Link Distance (ft)		1746		2365		3757	
Upstream Blk Time (%)			THE STATE OF	$(T_{i,j})$	Ales		
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		200				
Storage Blk Time (%)							
Queuing Penalty (veh)	R-les					罗 3	

Intersection: 2: Ehlen Rd & Bents Ct

io in		A contract		
Directions Served	LT	L	R	
Maximum Queue (ft)	95	49	80	
Average Queue (ft)	6	12	34	
95th Queue (ft)	44	39	68	
Link Distance (ft)	743		1020	
Upstream Blk Time (%)	正體服用		Selection of	制作的"是有数据"的"自然"的"自然"的"数据"的"数据"的"数据"的"数据"的"数据"的"数据"的"数据"的"数据
Queuing Penalty (veh)				
Storage Bay Dist (ft)		175	ų.	
Storage Blk Time (%)				
Queuing Penalty (veh)		1. 16		

Intersection: 3: Ehlen Rd & Bents Rd

Volairen Alla da La Company		1/73	(3)	
Directions Served	LT	TR	LR	
Maximum Queue (ft)	515	110	1570	
Average Queue (ft)	126	35	1450	
95th Queue (ft)	357	90	1852	
Link Distance (ft)	743	40	1512	
Upstream Blk Time (%)		2	79	就言作的多多。2000年第二日 第3世纪 1910年
Queuing Penalty (veh)		21	0	
Storage Bay Dist (ft)				10 美,为 10 是 10 的 10 m 20 平 30 平
Storage Blk Time (%)				
Queuing Penalty (veh)	Zi.	1= 10		

Intersection: 4: Ehlen Rd & SB Off-Ramp

Directions Served	TR	LT	LTR	
Maximum Queue (ft)	126	359	407	
Average Queue (ft)	70	185	378	
95th Queue (ft)	128	352	405	
Link Distance (ft)	40	346		
Upstream Blk Time (%)	5	3		
Queuing Penalty (veh)	46	20		
Storage Bay Dist (ft)			1919	
Storage Blk Time (%)	110000			
Queuing Penalty (veh)	and a		N. D.	

Intersection: 5: Ehlen Rd & NB On-Ramp

			333	
Directions Served	LT	TR	LTR	
Maximum Queue (ft)	322	206	433	
Average Queue (ft)	148	23	403	
95th Queue (ft)	278	114	432	
Link Distance (ft)	346	1675	injere (II.	
Upstream Blk Time (%)	0		A SEA	
Queuing Penalty (veh)	1	Learning to the same of		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 87

Intersection: 1: Ehlen Rd & Butteville Rd

Movement, 17	EB	EB !	WB	- WB	NB	NB	SB -	The state of the s
Directions Served	L	TR	L	TR	LT	R	LTR	
Maximum Queue (ft)	104	492	214	248	74	85	74	
Average Queue (ft)	10	161	70	115	29	40	33	
95th Queue (ft)	52	345	150	217	59	69	62	
Link Distance (ft)		1746		2366			3757	
Upstream Blk Time (%)	The second of	1	de la	je de	7.4		VICE SALE	
Queuing Penalty (veh)	100		EAST ESTICAL					
Storage Bay Dist (ft)	100		200	188		300	DE MOINT	
Storage Blk Time (%)		28	0	1		A 100 May 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Queuing Penalty (veh)		2	0	2				

Intersection: 2: Ehlen Rd & Bents Rd/Bents Ct

Movement	EB	EB.	WB	WB	NB NB	FE NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	207	1309	89	794	46	115	318	639	
Average Queue (ft)	51	383	7	364	8	39	185	142	
95th Queue (ft)	142	928	42	691	32	89	349	555	
Link Distance (ft)		3903		818		1012		1541	Control of the Contro
Upstream Blk Time (%)	51	1	in the	1				100	
Queuing Penalty (veh)				7					M. CONTRACTOR OF THE PROPERTY
Storage Bay Dist (ft)	200		200		175		300		
Storage Blk Time (%)	0	21		17		0	18	0	
Queuing Penalty (veh)	0	9		2		0	7	1	

Intersection: 4: Ehlen Rd & SB Off-Ramp

Movement	EB.	EB /	WB 1	WB	# SB	SB	计划的
Directions Served	Т	R	L	Т	LT	R	
Maximum Queue (ft)	836	175	175	345	382	325	
Average Queue (ft)	542	114	140	225	122	176	
95th Queue (ft)	1038	240	217	417	307	333	
Link Distance (ft)	818			320			34V-3555-4/10-9/10-9/10-9/10-9/10-9/10-9/10-9/10-9
Upstream Blk Time (%)	12 1			10	76.		
Queuing Penalty (veh)	105			65			
Storage Bay Dist (ft)		150	150			300	
Storage Blk Time (%)	37	3	22	10	1	4	
Queuing Penalty (veh)	97	13	89	25	4	4	

Intersection: 5: Ehlen Rd & NB On-Ramp

No open ka ka da	≥EB	% EB	WB	WB	NB	₽ NB	建 新知				有人	S Zf
Directions Served	L	Т	T	R	L	TR		F 14.50.100000000	2 8 1/2 10 16		- WO 1. 1980W	
Maximum Queue (ft)	175	338	1503	175	363	359	15	11	8161	13000		Marie Com
Average Queue (ft)	160	267	775	57	162	118		aw excellent	100A-2011A	mental and resident	10000	900 - N-STEEL ST
95th Queue (ft)	213	431	1601	161	313	265		W.				
Link Distance (ft)	Complete of many recommend	320	1670						0.00	77.00	AND THE PERSON	MRESS 27. 2
Upstream Blk Time (%)		14	8			L LFS		100	THE SH			Hallish
Queuing Penalty (veh)		85	0				m. m	CANADO CIDIO	N. Davidson III	1 02	AND THE PROPERTY OF	1921 - 1
Storage Bay Dist (ft)	150	100 ES		150			£ 34			98	R .	
Storage Blk Time (%)	31	9	54	0		- 0.00000000000000000000000000000000000		N.P. HUZZ	AMOR CHANGE CO. CO.	1000		MECH-2157/619
Queuing Penalty (veh)	105	30	43	1				t take	2000		EL MIS	

Zone Summary

Zone wide Queuing Penalty: 696

Intersection: 1: Ehlen Rd & Butteville Rd

Movement	EB	EB	W WB	WB	NB /	NB	SB	CONTRACTOR OF THE SECTION
Directions Served	L	TR	L	TR	LT	R	LTR	
Maximum Queue (ft)	124	1241	211	317	204	240	99	
Average Queue (ft)	16	801	92	131	43	105	34	
95th Queue (ft)	83	1585	170	245	145	207	69	
Link Distance (ft)	- 00-28 - 5 - 10-0 - 00	1746		2366			3757	
Üpstream Bik Time (%)		- 3		IN L				了。在《大型》(1)。10年2月1日 2
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	100/	A PAR	200		46	300	Ber - s	
Storage Blk Time (%)	0	90	0	2		2		
Queuing Penalty (veh)	0	6	1	4	- 1	1	77	

Intersection: 2: Ehlen Rd & Bents Rd/Bents Ct

Liverico de la companya	E E				en úlia	28VE	2 1 (1)				A Make
Directions Served	L	TR	Т	T	L	TR	L	TR	L	TR	
Maximum Queue (ft)	- 224	4007	1379	1717	145	794	53	156	325	1196	
Average Queue (ft)	66	3224	617	421	9	383	13	61	286	650	
95th Queue (ft)	194	5115	1665	1551	62	779	42	124	400	1598	
Link Distance (ft)		3903	1288	2366		818		1012		1541	
Upstream Blk Time (%)		32	21	1	- 5/	1				7	
Queuing Penalty (veh)		249	161	11		8				0	
Storage Bay Dist (ft)	200				200		175	WET :	300		A PAUL ET
Storage Blk Time (%)	0	61				15		1	59	0	A CONTRACTOR OF THE CONTRACTOR
Queuing Penalty (veh)	0	26	-215			1		0	22	0	

Intersection: 4: Ehlen Rd & SB Off-Ramp

		W Ela		(die			
Directions Served	Т	R	L	Т	LT	R	
Maximum Queue (fl)	837	175	175	348	390	325	
Average Queue (ft)	827	133	152	272	254	229	
95th Queue (ft)	837	244	218	456	462	415	Liver Company
Link Distance (ft)	818			320			
Upstream Blk Time (%)	38			16	1 64		
Queuing Penalty (veh)	398	heres in a		108			
Storage Bay Dist (ft)	344 - L	150	150	1		300	
Storage Blk Time (%)	55	5	25	9	19	10	
Queuing Penalty (veh)	167	29	106	22	91	£ 11	

Intersection: 5: Ehlen Rd & NB On-Ramp

		10		191 9	NB	NE	
Directions Served	L	Т	Т	R	L	TR	
Maximumidadelle (j)	115	344	1344	175	415	409	
Average Queue (ft)	170	328	637	51	304	166	
Sain (Spielle (ii)	182	338	1218	159	482	377	14. 多种(2)。据非然公 <u>时的工</u> 工。
Link Distance (ft)		320	1670				
Upstream Blk Time (%)		37	0		5		
Queuing Penalty (veh)		275	0				
Signal (fi)	150			150	17.6	4-1	
Storage Blk Time (%)	52	1	52	0			
extering Penalty (van)	185	4	41	0	V.		

Zone Summary

Zone wide Queuing Penalty: 1929

APPENDIX G
Scope Letter &
Requirements

601 Main Street, Suite 101

GROUP MACKENZIE

May 29, 2007 (revised June 15, 2007)

Marion County Planning Division Attention: Byron Meadows PO Box 14500 Salem, Oregon 97309

Re: Bennion/Feller Property, Donald, Oregon Proposed Scope for Traffic Impact Analysis Project Number 2070204.00

Dear Mr. Meadows:

Based on our meeting on June 14th with Marion County and ODOT staff, Group Mackenzie is providing this revised proposed Traffic Impact Analysis (TIA) scope and area of influence to support an urban growth boundary expansion, plan amendment and zone change application for the Bennion/Feller property in Donald, Oregon. In addition, data from the completed TIA will be used to accurately estimate the proportionate share of costs to be assessed by Marion County against the Bennion/Feller Property.

The proposed TIA to support this land use application will address Transportation Planning Rule (TPR) requirements outlined in Oregon Administrative Rule (OAR) 660-012-0060. The purpose of this letter is to confirm Marion County staff approval for the proposed TIA scope of work. The following base assumptions are provided for your review and approval.

PROPERTY ZONE DESIGNATION

The current property zone designation is Exclusive Farm Use/Residential Single-Family (EFU/RS).

The proposed property zone designation is Industrial (I).

PROPOSED DEVELOPMENT

The subject property is approximately 30 acres in size. Reasonable "worst-case" development of this property is a general light industrial use with 40% building area coverage. This assumption results in a building size of 525,000 square feet.

Group Mackenzie, Incorporated

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Architecture nteriois

Structural Engineering

Civil Engineering and Use Planning fransportation

andscape

Locations:

Pontland, Gregor Seattle, Washington Vancouver, Weshington

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TRIP GENERATION

Trip generation for the proposed general light industrial land use will be based on data contained in the ITE *Trip Generation Manual*, 7th Edition. The following table presents anticipated development trip generation.

TRIP GENERATION -	PROPO	SED ZONE DE	SIGNAT	ION	M NV 1 STEWN	
Land Use	ITE	Size	PM	Peak H	lour	Daily
Land Use	Code	Size	Enter	Exit	Total	Total
Scenario 1 – General Light Industrial (40% Building Area Coverage)	110	525,000 SF	62	453	515	3,659

For purposes of this analysis, all trips are assumed to be motor vehicle trips. No additional reductions are made for trips made by alternate modes. Consistent with Marion County requirements, truck trip generation will be shown separately.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Trip distribution for the development scenarios will be determined based on existing roadway traffic volumes and anticipated trip origins and destinations and engineering judgement. Anticipated trip distribution is shown in the attached Figure 7. A separate distribution figure will be shown for truck traffic.

DEVELOPMENT SCENARIOS

The proposed TIA must address TPR requirements as outlined in OAR 660-012-0060. As such, planning horizon conditions need to be addressed which are identified by the Oregon Highway Plan (OHP) as, "The greater of 15 years or the planning horizon of the applicable local and regional transportation system plans for amendments to transportation plans, comprehensive plans or land use regulations."

To address these requirements, analyses must compare "reasonable worst-case" trip generation impacts of land uses allowed in the current and proposed zone designations and must evaluate impacts in the planning horizon year. The planning horizon of the Marion County TSP is 2025. As such, analysis scenarios will include:

- 2007 Existing Conditions
- 2007 Proposed Zone Designation with existing infrastructure
- 2025 Current Zone Designation
- 2025 Proposed Zone Designation

STUDY AREA

The proposed TIA study area intersections are identified in the following table.

STUDY INTE	RSECTIONS
Intersection	Jurisdiction
Ehlen Road/I-5 NB Ramps	Marion County/ODOT
Ehlen Road/I-5 SB Ramps	Marion County/ODOT
Bents Road/Ehlen Road	Marion County
Bents Court/Ehlen Road	Marion County
Ehlen Road/Butteville Road	Marion County

BACKGROUND GROWTH

Background growth is general growth in traffic not related to traffic from specific projects. For purposes of the proposed TIA, background growth for each intersection will be based on future traffic volume demand projections for each roadway found in Figure 6-2 of the Marion County TSP.

SEASONAL ADJUSTMENTS

A seasonal adjustment factor of 3.4% will be applied to the traffic volumes at ODOT facilities. The adjustment factor is based on the Seasonal Trend Table and the 3.4% reflects an average between the factors for the "interstate nonurbanized" and "agricultural" peak period seasonal factors.

IN-PROCESS TRAFFIC

In-process traffic is defined as traffic anticipated to be generated by approved projects not yet constructed. The purpose of determining in-process traffic is to identify near-term impacts resulting from development in excess of general planning growth assumptions. Marion County staff has indicated there are no in process projects to be included.

FUTURE CAPITAL IMPROVEMENTS

Based on TPR requirements, TIA plan year analysis needs to include transportation facility improvements identified in the adopted transportation system plan that are reasonably likely to be provided by the end of the planning period (in this instance Year 2025). Such projects include those identified on the Financially Constrained list of the Marion County TSP.

A related portion of the TPR also states, "Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems

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development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted."

The Draft Marion County TSP identifies several projects in the study area including:

Ehlen Road/I-5 Interchange Ramp Terminal Intersections – Identified as a State Highway Safety Need. The TSP specifically identifies poor alignments, poor ramp turning radii, low capacity and high delay, and crash problems. It recommends widening Ehlen Road at the interchange, installing signals at the ramp terminal intersections, realigning Bents Road, or redesigning the interchange.

The Ehlen Road/I-5 Interchange Ramp Terminal Intersections project is not identified as funded TSP improvement; however, Marion County has established a funding mechanism in a sub-area plan to collect monies to construct interchange improvements. These improvements are currently identified as traffic signals at the two I-5/Ehlen Road ramps and the Ehlen Road/Bents Road intersection. Specific development contributions to these improvements are identified later in this analysis.

Large-scale improvements, such as ramp widening, are outside the scope of this funding mechanism and are the responsibility of ODOT.

- Bents Road/Ehlen Road Realign Bents Road to the west to align with Bents Court and signalize intersection. Project could be done concurrent with interchange improvements. The project is identified on the 20-year financially constrained list and is funded at \$1.1 million.
- Ehlen Road/Butteville Road Signalize intersection and construct necessary supporting roadway approach geometry. The project is unfunded, no timeline is identified and the estimated cost is \$750,000
- P&W Railroad crossing of Butteville Road Installation of mechanical gate crossings with possible roadway realignment. The project is identified on the 20-year financially constrained plan (5-10 year list) and is funded at \$200,000.

Consistent with the policies and methodologies identified in the Transportation Planning Rule, because they are either identified on the County TSP 20 year financially constrained list or have a dedicated funding mechanism in place, the following projects will be included in the 2025 scenarios as constructed: Ehlen Road/I-5 Interchange Ramp Terminal Intersection improvements, Bents Road/Ehlen Road realignment, and P&W Railroad crossing of Butteville Road improvements.

SUMMARY

In summary, we propose to use the following assumptions when preparing the TIA to support the urban growth boundary expansion, plan amendment and zone change for the Bennion/Feller property:

- 1. Reasonable worst-case development assumption of general light industrial with 40% building area coverage.
- 2. Trip Generation estimates using the ITE *Trip Generation* Manual, 7th Edition for the PM peak hour and ADT. For a 525,000 square foot general light industrial development results in 3,659 ADT and 515 PM peak hour trips.
- 3. Trip distribution will be based on attached Figure 7.
- 4. Analysis years include 2007 existing conditions, 2007 conditions with an approved zone change, and 2025 with and without the proposed zone change.
- 5. Study area to include the following intersections:
 - a. Ehlen Road/I-5 NB Ramps
 - b. Ehlen Road/I-5 SB Ramps
 - c. Bents Road/Ehlen Road
 - d. Bents Court/Ehlen Road
- e. Ehlen Road/Butteville Road

 6. Background traffic growth rate will be based on table 6-2 of the Marion
- County TSP.
- 7. Seasonal adjustments of 3.4% will be applied to ODOT intersections.
- 8. No in-process development has been identified by Marion County staff.
- 9. Infrastructure improvements for purposes of TPR analysis are assumed to include Ehlen Road/I-5 Interchange Ramp Terminal Intersections, Bents Road/Ehlen Road realignment, and the P&W Railroad crossing of Butteville Road.

INTENT/OUTCOME

This letter proposes the above-identified TIA scope of services and reflects comments made previously by Marion County staff. It is intended for Marion County staff to review this scope, and respond to us in writing acknowledging scope acceptance.

When preparing the TIA and determining development-related impacts, we anticipate identifying transportation impacts the Applicant will be required to mitigate including a proportional share contribution to TSP-identified improvements. After completing the TIA, we anticipate the Applicant entering into a 'memorandum of understanding' type of agreement with Marion County identifying the payment of monies accounting for Applicant's proportional share contribution.

The anticipated outcome from TIA completion and resulting memorandum of understanding is Marion County support of the Applicant's proposed land use action. This support will be specifically demonstrated via a letter prepared by Marion County Staff submitted into the public record for the subject land use action stating the Applicant's TIA-identified infrastructure mitigation and the memorandum of understanding address Transportation Planning Rule requirements as more specifically identified in OAR 66-012-0060.

If you have questions or need further information, please give us a call.

Sincerely,

Sean Monson for Christopher M. Clemow, P.E.

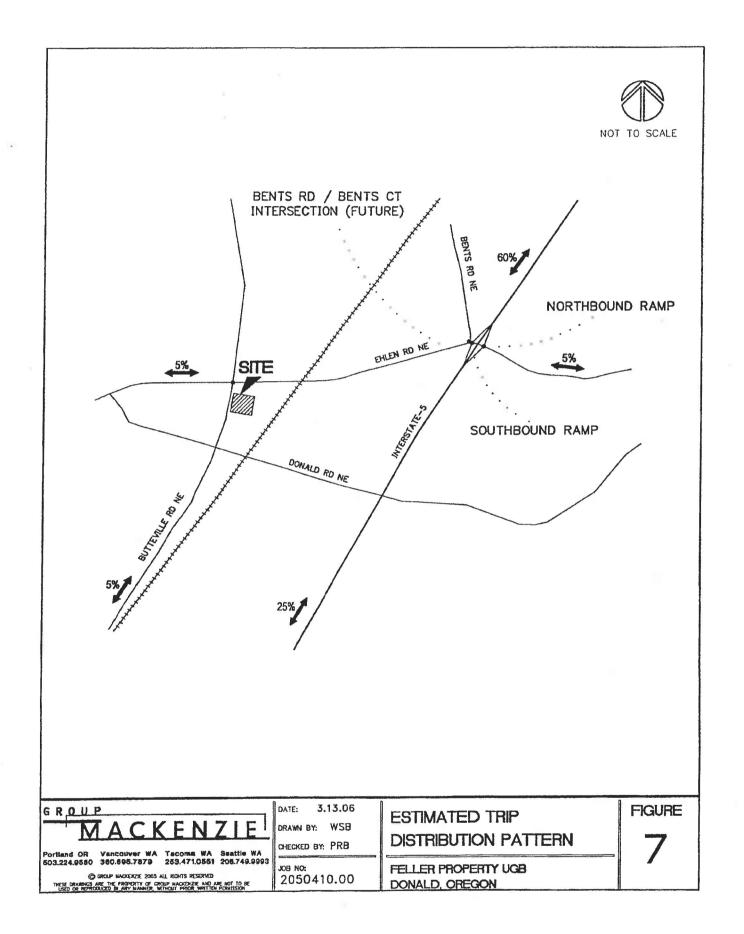
Director of Transportation Engineering

Enclosures: Figure 7

c: Roy Bennion, Paul Nelson - Sandorffy-Bennion Development

John Pinkstaff – Lane Powell PC Gerry Juster – ODOT Region 2

Mike McCarthy, Karen Odenthal - Marion County



POLICY AND PROCEDURE

MARION COUNTY DEPARTMENT OF PUBLIC WORKS TRANSPORTION IMPACT ANALYSIS (TIA) REQUIREMENTS

A Transportation Impact Analysis (TIA) evaluates the adequacy of the existing transportation system to serve a proposed development, and the expected effects of the proposed development on the transportation system. The TIA should provide adequate information for County staff to evaluate the development proposal and, when appropriate, recommend conditions of approval.

Throughout the Transportation Impact Analysis process (and beginning as early as possible), cooperation between County staff, the applicant, and the applicant's traffic engineer is encouraged to provide the best possible conditions for the traveling public and potential users of the proposed development, and to reduce TIA report revisions and review time. If County staff can be of assistance in any way during this process, or if any questions arise about this process, please do not hesitate to consult us for clarification or assistance.

Marion County staff may, at its discretion, and depending on the specific situation, require additional study components in a TIA or waive requirements deemed inappropriate. Marion County staff may waive a TIA that would otherwise be required if the developer agrees to certain conditions of development.

Marion County assumes no liability for any costs or time delays (either direct or consequential) associated with Traffic Impact Analysis preparation and review. Marion County Public Works reserves the right to charge an hourly fee to cover staff time for excessive or repeated reviews necessitated by TIA inaccuracies or deficiencies.

When Will A Transportation Impact Analysis Be Required?

A Transportation Impact Analysis shall be required for:

- A) Any proposed development that can be reasonably expected to generate more than 600 vehicle trip ends during a single day and/or more than 100 vehicle trip ends during a single hour.
- B) Any proposed zone change that, in typical build-out scenarios, can be reasonably expected to generate more than 300 vehicle trip ends more than the previous zoning during a single day.
- C) Any development within the Urban Growth Boundary of a city if the development would meet that city's criteria for requiring a Transportation Impact Analysis.

A Transportation Impact Analysis may be required for:

- A) Any proposed development that can be reasonably expected to generate more than 200 vehicle trip ends during a single day or more than 40 vehicle trip ends during a single hour.
- B) Any case in which, based on the engineering judgement of the Public Works Director, the proposed development or land use action would significantly affect the adjacent transportation system. Examples of such cases include, but are not

limited to; non-single family development in single-family residential areas, proposals adding traffic to or creating known or anticipated safety or neighborhood traffic concerns, or proposals that would generate a high percentage of truck traffic (more than 5% of site traffic).

Calculation Of Trip Generation And Distribution

Trip generation data provided in the most recent edition of the ITE publication *Trip Generation* should be used unless more appropriate data is available. Average trip generation formulas (where applicable) or rates are normally used; however, more conservative calculations may be required by staff in some cases. Directional trip distribution assumptions should be based on historical data, existing and future travel characteristics, and capacity constraints. County staff may require data collection at similar facilities if County staff determines that insufficient trip generation data is currently available. *To reduce revisions and review time, approval of the trip generation and distribution assumptions (including any applicable pass-by, internal, or diverted linked trip percentages) and methodology should be obtained from the Public Works Department before using these assumptions in the Transportation Impact Analysis.*

Determination Of The Area For Which Analysis Is Required

The Transportation Impact Analysis shall address at least the following areas:

- A) All proposed site access points.
- B) Any road segment or intersection where the proposed development can be expected to generate more than 360 additional vehicle trips during a single day or more than 60 additional vehicle trips during a single hour (these typical volumes may need to be adjusted for unusual situations, such as heavy truck traffic, safety issues, or capacity limitations). If a two-way-stop controlled intersection currently functions acceptably and the proposed development would be expected to generate a total of less than 60 additional vehicle trips per day on the minor leg(s) of the intersection, it need not be included in the study area as a result of this requirement. County staff may, at their discretion, choose to waive study of certain intersections if they deem such study to be unnecessary.
- C) Any road segment or intersection where the additional traffic volume created by the proposed development is greater than 10 percent of the current traffic volume (for road segments) or the current entering volume (for intersections). Public Works staff may, at their discretion, choose to waive study of certain intersections in some cases.
- D) For developments expected to generate more than 30 truck trips per day, the TIA study area shall include the route(s) that these trucks would take from the site to and from the arterial system.
- E) Any other intersections adjacent to the subject property.
- F) For developments expected to generate a significant percentage of truck traffic (more than 5 percent of site traffic), consult Public Works staff to determine the study area.
- G) Any other intersections identified by Public Works staff as having capacity, safety, neighborhood, and/or geometric concerns. Consultation in advance with

Public Works staff to determine the extent of the study area is strongly encouraged.

Horizon Year

The horizon year of a Transportation Impact Analysis is the most distant future year that shall be considered in the Transportation Impact Analysis. The horizon year will be a specified number of years after the development opens, and this number will vary depending on the size of the development, any land-use plan changes necessary to allow it, its uses, and the anticipated time until full buildout. The following table shows the TIA horizon year (expressed in years after the development is planned to open) for developments expected to generate less than 5% truck traffic:

Development Type / Trip Generation Per Day	Horizon Year
Any Zone Change	20 years
Other Development, Less Than 1,000	0 years
Other Development, 1,000 to 1,999	5 years
Other Development, 2,000 to 4,999	10 years
Other Development, 5,000 or more	20 years

For developments expected to generate more than 5% truck traffic, consult County staff for the TIA horizon year. County staff may, at their discretion, reduce the horizon year in cases where less future study is necessary.

Transportation Impact Analysis (TIA) Report Requirements

The preparer is encouraged to coordinate preparation with County staff and staff from other jurisdictions, as appropriate to ensure that all necessary components are included in the TIA and to reduce TIA revision and review time.

In order to be reviewed, the Transportation Impact Analysis (TIA) report shall include at least the following minimum components (incomplete reports will be returned to the applicant's representative for completion):

- 1) The TIA report shall be signed and stamped by a Professional Civil or Traffic Engineer registered in the state of Oregon.
- 2) An executive summary, discussing the development, the major findings of the analysis, and the mitigation measures proposed.
- 3) A vicinity map showing the location of the proposed project in relation to the transportation system of the area.
- 4) A complete description of the proposed development, including a site plan, with the best available information as to the nature and size of each proposed use, and the proposed location and traffic control of all proposed access points

(including the distance from all proposed access points to adjacent accesses and/or streets).

- 5) A brief description of the current (and proposed, if applicable) land uses adjacent to the site, including the location, size, zoning, current use, and future use of any land parcels that are not part of the subject application, but may use the subject parcel for all or part of their access. If there is potential for development of these parcels, include the best available information as to the potential future use of each parcel.
- 6) A description of the TIA study area, including roadway names, locations and functional classifications, intersection lane configuration and traffic control (including signal timing), existing Right-of-Way, transit routes and stops (if any), pedestrian and bicycle facilities, and planned transportation system improvements.
- 7) Existing traffic volumes (measured during design conditions and/or the peak season within the previous 12 months, unless County staff deems newer counts necessary due to recent development or seasonal variations). Consult County staff to determine what type of count data (turning movement, ADT, or classification) is necessary.
- 8) Accident data within the study area for the most recent available three year period (accident data can be obtained from the Oregon Department of Transportation).
- 9) Existing performance of the transportation system, including Levels of Service (LOS) and Volume/Capacity ratios (V/C) for all intersections and road segments as appropriate within the study area.
- 10) Complete trip generation figures for all aspects of the proposed development, including number of trips by vehicle type and size, and time-of-day and entering/exiting percentages. These figures shall include trip generation figures for any other proposed developments on the subject property, and/or any proposed developments that would share access with the subject property. For developments expected to generate a significant amount of truck traffic (more than 30 trucks per day), include separate figures for trucks. Document the sources of this trip generation data. If the source is other than ITE's *Trip Generation*, the preparer must obtain approval of the use of such data from County staff before using it in the TIA.
- 11) Trip generation figures for any pending and approved developments that would affect the study area. County staff will facilitate procurement of applicable data in these cases.
- 12) Identification of the critical analysis period(s) and justification of this identification.
- 13) Trip distribution for the proposed development. For developments expected to generate more than 30 truck trips per day, include separate trip distribution figures for trucks.
- 14) Forecast traffic volumes without the development, in the year that the proposed development is planned to open, and in the horizon year (consult

County staff for information to determine these future traffic volumes). If phased development is proposed, include projections for the year that each phase of the development is planned to be complete.

- 15) Forecast performance (including LOS and V/C) of the transportation system without the development in the year that each phase is planned to be complete and in the horizon year.
- 16) Forecast traffic volumes, including the proposed development traffic, in the year that each phase of the development is planned to open, and in the horizon year.
- 17) Forecast performance (including LOS and V/C) of the transportation system, with the proposed development, in the years that each phase of the proposed development is planned to open, and in the horizon year. Include analysis of signal warrants, signal progression, queue lengths, and other traffic flow characteristics as appropriate. For developments expected to generate a significant percentage of truck traffic, demonstrate how the analysis adequately accounts for the presence of these trucks in the traffic flow.
- Safety analysis of the site accesses, including sight distance and operational characteristics.
- 19) Analysis of right and left turn lane warrants, queue lengths, acceleration lanes, throat lengths, channelization, and other characteristics of the site accesses as appropriate.
- 20) Comparison of the location and spacing of the proposed accesses with Marion County standards, the standards of the appropriate city for developments within Urban Growth Boundaries, and/or Oregon Department of Transportation standards for developments near state highways.
- 21) Analysis of the parking needs of the proposed development, the adequacy of the proposed facilities to meet those needs as appropriate, and the conformance of the proposed parking facilities to applicable standards.
- 22) Evaluation as appropriate of the turning and traveling characteristics of the vehicles that will be using the proposed development and the adequacy of the geometrics of the existing and proposed roadway (public and/or private) configurations to accommodate these characteristics.
- 23) Analysis as necessary of the adequacy of the internal vehicle and pedestrian circulation systems to serve the proposed development and how the design of the development addresses the Transportation Planning Rule requirements regarding pedestrian-, bicycle-, and transit-friendly developments.
- 24) Analysis as appropriate of any potential adverse or controversial effects of the proposed development on the transportation system or quality of life in the area. Examples of possible effects include, but are not limited to, infiltration of non-residential traffic into residential neighborhoods, traffic noise, creation of potential for traffic violations, conflicting turning movements with other driveways, etc.

- 25) Analysis as appropriate of the effect of the proposed development on pedestrian and bicycle transportation in the area, and any new pedestrian or bicycle transportation needs arising from the development.
- 26) Listing of all intersections and locations that are projected to not meet Marion County (or other jurisdiction, as appropriate) intersection performance standards in the TIA study area during the required analysis period (see methodologies for Marion County intersection performance standards).
- 27) Description and analysis of mitigation measures necessary to bring these intersections and locations into compliance with the applicable standards. Include analysis showing that these measures will bring these locations into compliance and include signal, turn lane, or other warrant analyses as appropriate. The TIA shall also specify the timing and phasing of any new traffic signals and the length of any new turn lanes. Any mitigation measures recommended in the TIA shall be physically and economically feasible, and this feasibility may need to be demonstrated in questionable cases.
- 28) Copies of raw traffic count data used in the analysis (this may be presented in an appendix).
- 29) Calculation sheets and/or computer software output for all LOS and V/C calculations in the analysis. For signalized intersections, this must include the signal timing used in the analysis (this may be presented in an appendix).
- 30) Warrant worksheets for signals, turn lanes, signal phasing, all-way-stops, and other proposed measures as appropriate (this information may be presented in an appendix).

Additional Study Requirements

The basic TIA report requirements are listed in the previous section. Additional information and analysis will be necessary to properly analyze many development scenarios, and the Transportation Impact Analysis shall include a complete analysis of the existing conditions and the proposed development. The applicant and/or the traffic engineer can and should submit any additional information that may be helpful to County staff in understanding the proposed development and/or the traffic that it would generate.

County staff may require additional study beyond the scope of the original TIA, especially in cases where additional transportation system concerns arise either as part of the traffic analysis process, as part of the approval process, or from the general public. County staff may also, at their discretion, choose to waive certain report requirements where they deem such analysis to be unnecessary. Please do not hesitate to contact County staff if there is any question as to whether or not certain analysis information should be included in the TIA.

Methodologies and Analysis Parameters

A) All signalized and all-way-stop controlled intersections shall operate at a Level Of Service D or better (all individual movements shall operate at LOS E or better) with a Volume/Capacity ratio of 0.85 or less. Other unsignalized intersections (including unsignalized private accesses) shall operate at Level Of Service E or better, although LOS F may be allowed if the movement has a relatively low volume (as determined by County staff) and there is no indication that a safety problem will be created. Intersections within the Urban Growth Boundary of a

city shall also meet the intersection performance standards of that city. Intersections near state highways shall also meet the standards of the Oregon Department of Transportation.

- B) Acceptable analysis methods include the most recent Highway Capacity Manual, PASSERII, HRR211, TRANSYT-7F, SIGCAP, and UNSIG10 for most cases. For high percentages of truck traffic, unusual types of intersections, or other cases which do not specifically fit the circumstances for which the above analysis tools are intended, or if the engineer believes that another analysis method more accurately models the situation, consult County staff for determination of the appropriate analysis procedure. Analysis performed using methods not accepted by County staff will be returned to the applicant's representative for revision and correction.
- C) Signal timing used in capacity or progression analysis shall use the same cycle length as is currently in use at the intersection, unless specifically noted otherwise, and shall not exceed 136 seconds. Signal timing shall provide adequate available green time (according to Marion County standards) for pedestrian crossing in all directions, and shall provide a minimum of 15 seconds of available green time for protected left turn phases, and a minimum of 10 seconds of available green time for protected/permissive left turn phases. Current yellow and all-red time shall not be decreased.
- D) Saturation flow rates greater than 1800 passenger cars per hour per lane shall not be used unless specifically measured at that location.
- E) Peak Hour Factors greater than 0.85 shall not be used unless justified by specific counts at that location.
- F) Arrival Type 3 (random arrivals) shall be used in signalized intersection analysis unless specific measurements at that intersection indicate otherwise.
- G) Signal Progression shall be analyzed in all cases where either a new signal or a change in signal timing is proposed on a roadway with more than two traffic signals (including the new signal, if appropriate) in the space of one mile. A minimum greenband width equal to 40 percent of the cycle length shall be maintained on all arterials, at a progression speed within five miles per hour of the posted speed limit.
- H) Any proposed signal timing shall provide adequate green time for pedestrians to cross all legs in all directions, at a speed of 4 feet per second, plus a six-second cushion.
- I) All calculations and analysis results should be reasonable, understandable, consistent, and fully explained. Calculations, graphs, tables, data, and/or analysis results that are contrary to good common sense will not be accepted, and may lead to the TIA being returned to the applicant's representative for correction.
- J) The conclusions presented in the TIA shall be consistent with and supported by the data, calculations, and analysis in the report. Inconsistent and/or unsupported conclusions will not be accepted, and may lead to the TIA being returned to the applicant's representative for correction.

- K) Provide two copies of the Transportation Impact Analysis report for County Staff to review. If any portion of the study area falls within another jurisdiction (such as a state highway or a city), consult that jurisdiction to determine the number of additional copies that they will need for their review.
- L) The attached checklist will be used by County staff to determine if a TIA contains sufficient information to be reviewed. Incomplete and/or unacceptable TIAs will be returned to the applicant's representative for completion and/or correction. Acceptance for review does not certify adequacy and is in no way an approval. Additional information may be required after acceptance of the TIA for review.
- M) Cooperation between the applicant, the applicant's traffic engineer, and County staff is strongly encouraged throughout the TIA process. The applicant or applicant's traffic engineer should not hesitate to contact County staff if any uncertainties should arise.

CHAPTER 165

I - INDUSTRIAL ZONE

Adopted 07/28/04

Section Title

165.010 Purpose

165.020 Permitted Uses

165.030 Uses Permitted Subject to Pollution Control Authority

165.040 Conditional Uses

165.050 Approval Standards for Conditional Uses

165.060 Scale of Industrial Uses

165.070 Prohibited and Lawfully Established Existing Uses

165.080 Property Development Standards

165.090 Landscaping

165.010 PURPOSE. The purpose of the I (Industrial) zone is to implement the Rural Development policies of the Comprehensive Plan and recognize existing industrial uses in rural and natural resource areas of the county. This zone is applied to land committed to, or intended for, industrial uses outside Urban Unincorporated Communities, Rural Communities, and Rural Service Centers, as those terms are defined in the Comprehensive Plan and Oregon Administrative Rules. The purpose and intent of the Industrial zone is to provide for the location, in rural areas, of needed industrial uses which are not dependent upon urban services. The I zone encourages orderly and compatible development of industrial uses, including agricultural related industry, on rural lands. These lands are suited for industrial use due to marginal agricultural soils, adverse circumstances such as shape, proximity to railroad or transmission line corridors or proximity to markets or resources. The Industrial zone may be appropriate in rural areas designated in the Marion County Comprehensive Plan as Industrial or in locations which meet the intent of the zone.

The uses within the I zone are functionally classified by description of the particular activity or by reference to a category in the "Standard Industrial Classification Manual, (SIC)." The SIC index number is referenced as an aid to interpretation of uses. Where the term used to describe a use is defined in Chapter 110, the definition takes precedence over any SIC classification.

165.020 PERMITTED USES. Within any I zone no building, structure, or premises shall be used, or arranged, except as permitted by this ordinance. Only the following uses may be permitted at a scale appropriate to serve the rural area, subject to section 165.060:

- (A) Agricultural Services and Forestry (SIC 07 and 08);
- (B) Contracting and service facilities (SIC 15, 16, 17);

- (C) Tobacco processing (SIC 21);
- (D) Textile products manufacture (SIC 22);
- (E) Textiles and apparel manufacture and fabrication of textile products (SIC 23);
- (F) Printing, publishing and allied industries (SIC 27);
- (G) Rubber and allied products manufacturing (SIC 30);
- (H) Cement, clay, glass and stone products manufacturing facilities (SIC 32, except 323 glass products made of purchased glass);
- (I) Metal fabricated products manufacturing facilities (SIC 34, except SIC 347 coating and engraving and except SIC 348 ordinance and ammunition manufacturing);
- (J) Appliances, office and electrical product equipment manufacturing (SIC 36);
- (K) Woodworking machinery, including sawmill equipment (SIC 3553);
- (L) Coal and wood fuel dealers (SIC 5989);
- (M) Transportation equipment, manufacture and repair (SIC 37, except 3743 railroad equipment, see 165.040(E));
- (N) Professional, scientific and controlling equipment manufacturing (SIC 38);
- (O) Wholesales firms (SIC 50 and 51);
- (P) Other uses:
- (1) Metal working equipment and machinery manufacturing wholly within a building;
- (2) Warehouses (SIC 42 except 4225);
- (3) Utilities-primary equipment and storage yard;
- (4) Auction house or market;
- (5) Heavy construction equipment rental and leasing (SIC 7353);
- (6) Textiles and apparel-other facilities:
- (a) Cleaning and dyeing plants;
- (b) Laundry plant;
- (c) Storage of fur and clothing;
- (Q) Wireless communication facilities attached, subject to section 125.110;

(S) Caretaker dwelling; (T) Fire station; (U) New industrial uses, sited on an abandoned or diminished mill site, which means a mill, plant or other facility engaged in the processing or manufacturing of wood products, including sawmills and facilities for the production of plywood, veneer, hardboard, panel products, pulp and paper, that: (a) was closed after January 1, 1980 or was operating at less than 25 percent capacity since January 1, 2003; and (b) contains or contained permanent buildings used in the production or manufacturing of wood products; (V) Uses legally established and existing on the date of adoption of this ordinance. Such uses are permitted pursuant to this section only on the lot(s) or parcel(s) where they existed on the date of adoption of this ordinance, subject to 165.070. 165.030 USES PERMITTED SUBJECT TO POLLUTION AUTHORITY APPROVAL. Upon the issuance of all required permits by the Oregon Department of Environmental Quality the following additional uses shall be permitted in an I zone, subject to section 165.060: (A) Food, grain, feed and derivative products processing (SIC 20); (B) Lumber and Wood Products (SIC 24); (C) Furniture and plumbing fixtures manufacturing (SIC 25); (D) Wood and lumber products processing, manufacturing and storage facilities (SIC 261); (E) Fabrication of paperboard containers and boxes (SIC 265); (F) Manufacturing of chemical and allied products (SIC 28); (G) Petroleum products and gasoline storage only, provided all storage is underground. 165.040 CONDITIONAL USES. When authorized under the procedure provided for conditional uses in this ordinance, the following uses will be permitted in an I zone, subject to section 165.060: (A) Mining, pits and quarries facilities (SIC 14); (B) Petroleum, petroleum products, by-products manufacturing and storage facilities (SIC 29); (C) Metals, primary, manufacturing facilities (SIC 33); (D) Machinery manufacturing facilities (SIC 35);

(R) Utility facilities necessary for public service;

(E) Railroad equipment manufacturing (SIC 3743);

(F) Automobile Wreckers (SIC 5093);

(G) Welding shop (SIC 7692);

- (H) Blacksmith (SIC 7699);
- (I) Public power generation;
- (J) Solid Waste Disposal Sites (see Specific Conditional Uses, Section 120.310-120.380);
- (K) Sand and Gravel Resource Sites (see Specific Conditional Uses, Section 120.410-120.480);
- (L) Heliport;
- (M) Wireless communication facilities (see Specific Conditional Uses, Section 120.080);
- (N) Recreational vehicle, mobile home and boat repair and manufacturing;
- (O) Kennels, boarding and raising of animals;
- (P) Public power generation facilities;
- (Q) Mineral and aggregate resource operations;
- (R) Training facilities in conjunction with industrial activities;
- (S) Manufacturing, processing, trucking, wholesale distribution, and storage uses not listed in section 165.020 or 165.030 and not exceeding 35,000 square feet of floor (SIC 20 through 39 and 42).
- **165.050** <u>APPROVAL STANDARDS FOR CONDITIONAL USES</u>. Conditional use requests in the I zone are subject to the following criteria:
- (A) The use will not force a significant change in, or significantly increase the cost of, accepted farm or forest practices on surrounding lands devoted to farm or forest use;
- (B) The proposed use will not, by itself or in combination with existing uses, result in public health hazards or adverse environmental impacts that violate state or federal water quality regulations;
- (C) The proposed use will not, by itself or in combination with existing uses, exceed the carrying capacity of the soil or of existing water supply resources and sewer services;
- (D) The traffic generated by the proposed use is consistent with the identified function, capacity, and level of service of transportation facilities serving the use; or improvements are imposed that maintain the existing level of service;
- (E) The proposed use will not create significant adverse effects on existing uses or permitted uses on adjacent land, considering such factors as noise, dust and odors; and,
- (F) The proposed use shall not have industrial or manufacturing processes that require water or discharges of wastewater except upon demonstration that the use has an on-site sewage disposal site approved by Marion County or the Oregon Department of Environmental Quality.

165.060 SCALE OF INDUSTRIAL USES.

- (A) New permitted and conditional uses may be established up to a maximum of 35,000 square feet of floor area.
- (B) Lawfully established uses existing as of the date of adoption of this ordinance may be expanded up to 35,000 square feet of floor area, or an additional 25% of the floor area that existed as of the date of adoption of this ordinance, whichever is greater.
- (C) The following uses are not subject to the size limitations established in (A) and (B):
- (1) Industrial uses involved in the primary processing of raw materials produced in rural areas are not subject to size limitations;
- (2) Uses described in section 165.020(U) of this Chapter;
- (3) Public uses.
- (D) Except as established in (B) and (C), for a use to exceed the square foot limitations requires taking an exception to Goal 14. Such exception shall be processed as an amendment to the Marion County Comprehensive Plan.

165.070 PROHIBITED AND LAWFULLY ESTABLISHED EXISTING USES.

- (A) Uses of structures and land not specifically permitted in the Industrial zone.
- (B) New residential dwellings except when accessory to a primary use. However, a dwelling which legally existed at the time of adoption of this Ordinance shall not be a nonconforming use, and may be may be remodel, expanded, or replaced.
- (C) Lawfully established industrial uses that existed prior to zoning or established through the applicable land use process on or before the date of this ordinance, not otherwise listed in the zone, are allowed outright and shall not be classified as non-conforming uses.
- (D) All other lawfully established, existing uses and structures not specifically permitted in the I zone shall be considered nonconforming uses subject to the provisions of Chapter 114.

165.080 PROPERTY DEVELOPMENT STANDARDS.

- (A) Height. The maximum height of any structure shall be 35 feet.
- (B) Setbacks.
- (1) Front Yard No structure other than a fence, wall, or sign shall be located closer than 20 feet from a public right-of-way. When by ordinance a greater setback or a front yard of greater depth is required than specified in this section, then such greater setback line or front yard depth shall apply (see Section 113).
- (2) Side and rear yard No side or rear yard setback is required where abutting property is zoned for commercial or industrial use. Where not abutting a commercial or industrial zone, structures other than fences, walls, and signs shall be set back a minimum of 10 feet.
- (3) Parking Parking spaces may abut a public right-of-way and side and rear property lines adjacent to commercial, industrial, or public zones, subject to the landscaping requirements in

Section 165.090. Parking spaces shall be set back a minimum of 10 feet from residential, agricultural, and forest zones.

- (C) Lot Area/Lot Coverage. There is no minimum lot size.
- (D) Parking. The off-street parking and loading requirements of Chapter 118 apply.
- (E) Access to state highways. Any new or expanded use with frontage on a state highway shall demonstrate that the property has access approved by the Oregon Department of Transportation or approved access to an alternative public right-of-way.
- (F) Traffic Analysis. Demonstrate that the development will be consistent with the identified function, capacity, and level of service of transportation facilities serving the site. A transportation impact analysis, approved by the Marion County Department of Public Works, may be required prior to building permit approval.
- (G) Sewage Disposal. Demonstrate that the development will not exceed the existing carrying capacity of the local sewage disposal system or has an on-site sewage disposal site approved by Marion County or the Department of Environmental Quality.
- **165.090 LANDSCAPING.** The following provisions apply to lots and parcels upon which a new structure is erected, or where a graveled or unimproved lot is paved, or a lot is newly developed for the outdoor sale or display of merchandise, goods or services:
- (A) Front yards shall be provided with a landscaped area at least three feet wide adjacent to the right-of-way line, exclusive of through direct driveways, on every lot upon which a new structure is erected, or where a graveled or unimproved lot is paved, or a lot is newly developed for the outdoor sale or display of merchandise, goods or services.
- (B) Side and rear yards abutting a residential zone shall be landscaped adjacent to parking and loading zones and screened with a six foot fence, wall or hedge.

CERTIFICATION OF MAILING

STATE OF OREGON) County of Marion) ss
I, Del Gudnal, hereby certify that I have sent a notice to the individuals
on the attached list on this date. I certify that I deposited separate envelopes, postage prepaid,
and which contained a true and correct copy of:
Staff decision
Notice of public hearing to be held before the:
Hearings Officer
Marion County Board of Commissioners
Planning Commission
Order/Ordinance by the Marion County Board of Commissioners
for LAO8-002 Said envelopes were addressed to the person whose (type of case and case no)
name appears on the most recent Marion County Assessor=s Office tax roles as being the names
and addresses of persons owning property within the required notification area for said case.
DATED at Salem, Oregon this 2 day of October, 2008.

Janet Lane, City Manager City of Donald PO Box 388 Donald OR 97020

Steve Oulman
Dept Land Conservation and Dev
635 Capitol St NE, Suite 150
Salem OR 97301-2540

Dan Fricke
ODOT Region 2
455 Airport Rd SE, Bldg B
Salem OR 97301

Sid Friedman 1000 Friends of Oregon 189 Liberty St NE, #307A Salem OR 97301

Statesman Journal 280 Church Street NE Salem OR 97301

Laurie Boyce City of Aurora 21420 Main Street NE Aurora OR 97002

Judy Downer City of Gates PO Box 577 Gates OR 97346

Wenonah Ammon City of Idanha PO Box 430 Idanha OR 97350

Deborah Hogan, City Administrator City of Mill City PO Box 256 Mill City OR 97360

Vickie Woods, CD Director City of Salem 555 Liberty St SE, Room 305 Salem OR 97301-3503 Todd Deaton, Mayor City of Donald PO Box 388 Donald OR 97020

Gary Fish
Dept Land Conservation and Dev
635 Capitol St NE, Suite 150
Salem OR 97301-2540

Tom Fox Oregon Econ & Comm Dev Dept 775 Summer St NE, Suite 200 Salem OR 97301-1280

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Donna Martin City of Gervais PO Box 329 Gervais OR 97026

Sarah Jimmerson City of Jefferson PO Box 83 Jefferson OR 97352

City Administrator City of Mt Angel PO Box 960 Mt Angel OR 97362

Katie Martin City of Scotts Mills PO Box 220 Scotts Mills OR 97375 Walt Wendolowski 835 Madrona Ave S Salem OR 97302

James Johnson Dept of Agriculture 635 Capitol Street NE Salem OR 97301-2532

Suzanne Dufner MWVCOG 105 High Street SE Salem OR 97301-3667

Larry Wells, President Marion County Farm Bureau 3415 Commercial St SE, Suite G Salem OR 97302

Karen Odenthal Public Works/Transportation (inter-office mail)

Christine Pavoni City of Detroit PO Box 589 Detroit OR 97342

Vickie Nogle City of Hubbard PO Box 380 Hubbard OR 97032

Chris Eppley, City Manager City of Keizer PO Box 21000 Keizer OR 97307-1000

Lorrie Biggs
City of St Paul
PO Box 7
St Paul. OR 97137

City Manager City of Stayton 362 N 3rd Avenue Stayton OR 97383 Carrie Adams
City of Sublimity
PO Box 146
Sublimity OR 97385

Jim Allen, CD Director City of Woodburn 270 Montgomery Street Woodburn OR 97071

AAC 6: Woodburn/Hubbard

Ben Williams Friends of French Prairie PO Box 403 Donald OR 97020

Arnold and Barbara Mitchell Feller House Bed & Breakfast 21625 Butteville Rd NE Aurora OR 97002 David Sawyer, City Administrator City of Turner PO Box 46 Turner OR 97392

Paul Nelson Sutherland Development LLC 1218 Third Ave, Suite 1809 Seattle WA 98101

John Singer (AAC 6) 21875 Butteville Rd NE Aurora OR 97002

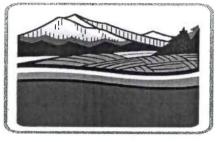
Mark Hush 625 SE Manchester Pl Portland OR 97202

John Gordon Trammell Crow 4949 Meadow, Suite 100 Lake Oswego OR 97035 Brian Cosgrove, City Manager City of Silverton 306 S Water Street Silverton OR 97381

Roy Bennion Sutherland Development LLC 1218 Third Ave, Suite 1809 Seattle WA 98101

Dan Goffin 10956 Waldo Hills Dr SE Aumsville OR 97325

LA 08-2 BOCph noticelist intpers



Marion County OREGON

MARION COUNTY NOTICE OF ADOPTION

Legislative Amendment (LA) 08-2

On October 1, 2008 the Marion County Board of Commissioners adopted and signed Ordinance No. 1270, that amended the Marion County Comprehensive Plan by concurring in and adopting City of Donald Comprehensive Plan map amendments. The amendments include: an urban growth boundary expansion of 42.5 acres (39.3 acres of property and 3.2 acres of street right-of-way) to meet identified employment land (commercial and industrial) needs; redesignation of lands included within the UGB expansion area from a Marion County Comprehensive Plan designation of "Primary Agriculture" to City of Donald Comprehensive Plan designations of "Industrial" and "Commercial"; and rezoning of lands included within the UGB from a Marion County Rural Zone Code designation of EFU (Exclusive Farm Use) to a Marion County Urban Zone Code designation of UTF (Urban Transition/Farm).

As part of the amendment proposal and findings, an updated year 2028 population forecast of 1,588 using the safe harbor provisions under Statewide Planning Goal 14 – Urbanization and Oregon Administrative Rules (OAR) 660-024-0030 was coordinated between Marion County and the City of Donald with the understanding by the City of Donald, Marion County and the Department of Land Conservation and Development (DLCD) that the approach used and forecast is relevant only for the purposes of this urban growth boundary plan amendment and that the City and County will a adopt a new population forecast for the year 2030 based on the coordination, findings and conclusions of the Marion County Population Forecast Study for the county, cities and unincorporated areas for the 2010-2030 forecast time period.

A copy of the adopted ordinance is being provided to interested persons, persons who participated in the public hearing process by either providing oral and/or written testimony, and to the cities and public agencies under intergovernmental coordination agreements. The exhibits to the ordinance that provide the findings and background information upon which the plan amendments were based, can be obtained from the Marion County Public Works/Planning Division, 555 Court Street NE, Room 2150, Salem, Oregon.

If you have any questions regarding this Notice of Adoption or the items adopted under the Ordinance, please contact Les Sasaki, Principal Planner at 503-588-5038 or by e-mail at: lsasaki@co.marion.or.us