

AGENDA
JOINT MEETING
ONTARIO CITY COUNCIL - ONTARIO PLANNING COMMISSION
CITY OF ONTARIO, OREGON

Tuesday, January 21, 2014, 7:00 p.m., M.T.

1) Call to order

Roll Call: Norm Crume _____ Jackson Fox _____ Charlotte Fugate _____ Dan Jones _____
Larry Tuttle _____ Ron Verini _____ LeRoy Cammack _____

Mike Allen _____ Rita Kanrich _____ Cindy McLeran _____ Craig Smith _____
Ed Susman _____ Max Twombly _____ Michael Rudd _____

2) Pledge of Allegiance

This Agenda was posted on Wednesday, January 15, 2014, and a study session was held Thursday, January 16, 2014. Copies of the Agenda are available at the City Hall Customer Service Counter and on the city's website at www.ontariooregon.org.

3) Motion to adopt the entire agenda

4) Consent Agenda:

- A) Minutes of Regular Meeting of January 6, 2014 1-6
- B) Liquor License Application: New Outlet - Berts Growler Garage (1635 SW 4th Ave) 7
- C) Approval of the Bills

5) Joint Public Hearing - Old Business:

- A) Ordinance #2687-2013: Amend the UGA to Include 270 Acres for Rail-Dependent Industrial Use; Amend Comprehensive Plan; Apply I-2 Zone (*Final Reading*) 8-173

6) Department Head Updates: *Thursday*

7) Public Comments: Citizens may address the Council on items not on the Agenda. Out of respect to the Council and others in attendance, please limit your comment to three (3) minutes. This time limit will be enforced. Please state your name and city of residence for the record.

8) Old Business:

- A) Tour of Ontario Bike Rally 174-177

9) New Business:

- A) Resolution #2014-104: Purchase Radio Repeater System 178-180
- B) Board/Commission/Committee Appointments 181-193

10) Discussion/Informational Items (*Thursday Only*)

- A) Resolution Setting General Standards for Committee Operations
- B) Ordinance Amending OMC 2-8 re: Public Works Committee
- C) RFQ for Public Works
- D) City Manager Evaluation
- E) Ex-Officio Appointments

11) Correspondence, Comments and Ex-Officio Reports

12) Adjourn

MISSION STATEMENT: TO PROVIDE A SAFE, HEALTHFUL AND SOUND ECONOMIC ENVIRONMENT, PROGRESSIVELY ENHANCING OUR QUALITY OF LIFE

ONTARIO CITY COUNCIL MEETING MINUTES

Monday, January 6, 2014

The meeting of the Ontario City Council was called to order by Mayor LeRoy Cammack at 7:00 p.m. on Monday, January 6, 2014, in the Council Chambers of City Hall. Council members present were LeRoy Cammack, Norm Crume, Jackson Fox, Charlotte Fugate, Dan Jones, Larry Tuttle, and Ron Verini.

Members of staff present were Jay Henry, Tori Barnett, Larry Sullivan, Mark Alexander, Alan Daniels, Bret Turner, Mike Long, and Dawn Eden. The meeting was recorded, and copies are available at City Hall.

Mayor Cammack led everyone in the Pledge of Allegiance.

AGENDA

Request to amend the Agenda to change Section 7't heading to read "Local Contract Review Board – Old Business".

Ron Verini moved, seconded by Larry Tuttle, to adopt the Agenda as amended. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

CONSENT AGENDA

Jay Henry, City Manager, stated on page 15 of the December 16, 2013 Minutes, regarding the question by Councilor Fugate on how much total money the city would expend this coming year on the Golf Course Contract, through the end of December, 2014, the answer provided was \$237,500. That amount was incorrect. In the coming year, it would be \$187,500 of the base management fee, \$50K for repairs, and \$13,800 to repair the retaining wall and for restroom ADA modifications. That totaled \$251,300. There was an additional \$6,500 for the N-pHURIC Acid, but the discussion on that was that it would be paid for out this year's fiscal budget.

Charlotte Fugate moved, seconded by Ron Verini, to approve Consent Agenda Item A: Minutes of the Regular Meeting Minutes of December 16, 2013; Item B: Bid Award: CCTV Inspection Services; and Item C: Approval of the Bills. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

PUBLIC COMMENTS

[From hand-out]

Ruth Rolland, Ontario, stated: *The City's Public Works employees continue to work under the conditions of employment that were never ratified, because the City shut down negotiations with the employees. The City has never returned to the table to work out the differences and settle the contract. Ontario's residents are mostly people who work every day, (or if retired, certainly used to work every day) – for wages – to take care of their families, pay their debts, and plan for future needs, just like the employees who work for the City in [the] Public Works Department. Working people and working families are the life – and the constant motion of life – that keep this city going. They keep the success going for businessmen and women, because they go shopping, buy gasoline, go to the movies...they rent homes and buy homes, send children to colleges – and working people are the ones hired and charged with making sure the customers of Employers receive the quality products and services they expect, when they walk in the door, or drive down the street, or another example, when they used to visit the City's Aquatic Center. It's troubling to see the City neglect a worthwhile asset like the public swimming pool. And it's troubling also to see the City in a very similar way show a lack of regard for the City's Public Works employees. And these employees are just like the thousands of city residents and voters – they are working men and women willing and proud to do a great job for their employer, and they very much want their employer to acknowledge their*

dignity and their rights to collective bargaining. They want to reach a mutually beneficial relationship, with City leaders who respect them as persons, and for their professional resolve to do what it takes to provide Ontario's citizens with the public city services that city residents deserve and must have. This evening, people have again been conducting an Informational Picket – carrying signs outside City Hall in support of Ontario's Public Works employees. All working people deserve fairness and the opportunity to have mutually respectful negotiations with their employer. It's the right thing to do – the right way to relate to your employees.

Jay Henry, City Manager, stated in response to Ms. Rolland's comments, he was new to Ontario when they entered into the union negotiations, and what he saw was a Council struggling to balance the needs of taking care of the employees – who were wonderful employees – and the needs of the citizens of Ontario, who paid the salaries. The Council felt there were some demands made in the bargaining process that were unreasonable, and he agreed with them and supported their decision. They were trying to do the best they could, that balancing act of taking care of the employees and being reasonable to the citizens in what they were asked to pay. He supported the Council in their decision, and believed they made the right one.

LOCAL CONTRACTOR REVIEW BOARD - OLD BUSINESS

Bid Award: Police and Fire Study Proposal with ICMA

Jay Henry, City Manager, stated at the Council work session on October 31, 2013, the Council discussed whether to proceed with the contract proposal made by the International City/County Management Association (ICMA) to conduct a comprehensive analysis of the city's police, fire and EMS services in order to make recommendations to the city about the provision of those services. The Council consensus was to add the contract to the Council agenda for the November 4, 2013, meeting as a new business item.

At the November 4, 2013 Council Meeting the Council voted to table the Police and Fire Study Proposal and Contract Review until the 9-1-1 vote was up or down, and then staff was to immediately bring it back before Council. At the December 2, 2013 Council Meeting the Council voted to approve the 9-1-1 MOU with Malheur County; the County voted to approve the MOU at the December 11, 2014 County Court Meeting.

The ICMA Contract was exempt from the formal competitive bidding requirements of Oregon law if the Council, sitting as a Local Contract Review Board, made a finding that the Contract was a personal services contract under Section 1.7 of the City's Financial Policies Manual. The City Attorney's opinion was that the ICMA Contract qualified as a personal services contract under Section 1.7.

As stated on Page 33 of the ICMA Proposal, the fee charged by ICMA would be \$51,300 (\$57,000 less a 10% discount due to the City Manager being a member). ICMA also charged for travel expenses, with a proposed travel budget of \$5,000.

Councilor Crume stated if the study was passed, and then completed, where would it go?

Mr. Henry stated it would be provided to both the City Manager and the Council.

Councilor Crume stated if this company suggested something the Council and the City Manager were not in agreement on, how would they move forward?

Mr. Henry stated there had been some preliminary discussions with the Mayor about that issue, and they had a gentleman's agreement to consider each side's opinion and they would work together as a team. Whatever they did regarding the recommendations by ICMA, the Council's input was needed, as well as staff's. Working together, they could make the city a safer place.

Councilor Fugate stated she contacted ICMA, as well as visited their website. There were four cities that had used ICMA's services for this type of thing. For Jerome, Idaho, it had been recommended that they consolidate public safety under one manager, but that didn't save them any money. In Hayden, Idaho, that spoke to the administration feasibility and cost analysis for a police department as they didn't have one, and they were trying to decide if they wanted one. They found the cost astronomical to start a department. In Eugene, Oregon, they had the study conducted for the police department only, and the study vindicated that more officers were needed. It validated what the chief had been saying, but they didn't have the money to hire anyone. Finally, in Spokane Valley, Washington, a city of 90K, they did an audit for efficiencies, but the city didn't act on the recommendations.

Councilor Verini stated with regard to Councilor Fugate's comments, one large concern he had was not only the need for determining efficiencies for both police and fire, but also the number of boots on the ground had to be considered for the safety of the community. He also struggled with the potential suggestion of consolidation of departments. They, as a Council, should talk about it before it ever occurred. If there were actual concerns about even the *possibility* of a consolidation of *any* department, they should be talking now and presenting it to the entity doing the analysis. They should state the importance of having a separation of police and fire. The culture of those departments was so different. The mission might be the same, but the cultures were different. He wouldn't take the recommendation of a consolidation.

Mayor Cammack stated they were getting ahead of themselves. Who knew what their reasoning would be to make that recommendation. He felt as Councilor Verini did, but they needed to do the study to see all the areas. There might be areas being overdone, or areas to just be more efficient. The Council didn't have to do what the study said to do, but they might want to. They just needed to see what they had to say.

Councilor Verini stated it might be prudent to share the thoughts of the Council with ICMA.

Councilor Tuttle asked which city had the recommendation for consolidation.

Councilor Fugate stated that was Jerome, Idaho. Their population about five years ago was around 15-18K. She further stated the Chief had recommended they made sure to define the tasks of what the Council wanted, and what they were looking for.

Councilor Fox asked about the process.

Mr. Henry stated the first step was gathering data and interviewing the Council, Ontario citizens, or members of the department. It was just a massive data gathering. Following that, during the four month evaluation and analysis period, they would provide feedback.

~~Councilor Jones asked if Chief Alexander could provide an update on the Dispatcher.~~

Chief Alexander stated he couldn't comment at this time.

Mayor Cammack stated they had a responsibility to use the study once received, to ensure that when the information was received, they acted one way or the other.

Ron Verini moved, seconded by Norm Crume, that the Mayor and City Council, sitting as a Local Contract Review Board, declare that a contract between the City and ICMA to conduct an analysis of the City's police, fire and EMS services is a personal services contract under Section 7.1 of the Ontario Financial Policies Manual. NO VOTE.

Councilor Jones wanted to verify the motion was just to indicate this was for a personal services contract

Mr. Sullivan stated yes. Also, it should be Section 1.7, not 7.1.

Rewritten motion:

Ron Verini moved, seconded by Norm Crume, that the Mayor and City Council, sitting as a Local Contract Review Board, declare that a contract between the City and ICMA to conduct an analysis of the City's police, fire and EMS services is a personal services contract under Section 1.7 of the Ontario Financial Policies Manual. NO VOTE.

Councilor Crume stated there was no mention of the limit on the travel expenses.

Mr. Sullivan stated they could add in a not-to-exceed amount for travel costs.

Mr. Henry recommended making it a total lump sum, not to exceed \$56,300, including travel expenses.

Norm Crume moved, seconded by Ron Verini, that the Mayor and City Council, sitting as a Local Contract Review Board, approve the personal services contract with ICMA, not to exceed \$56,300, with travel expenses included. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-no; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 6/1/0.

NEW BUSINESS

Resolution #2014: Accept Street Right-of-Way @ 1336 NW 4th Avenue (Jaramillo) - Shed

Dawn Eden, Engineering Technician II, stated Mike R. and Norma G. Jaramillo requested a building permit to construct a 30' X 30' shed at 1336 NW 4th Avenue. Because full street right of way had not been obtained at this parcel, they were asked to donate additional right of way for NW 4th Avenue as part of their development requirements. This would bring their property into conformance with the majority of the others on NW 4th Avenue.

During Local Improvement District 43 (1994), NW 4th Avenue from North Park Boulevard to Verde Drive, right of way for street construction was donated by the adjacent property owners. At the time of the LID, this parcel, tax lot 600, and the adjoining parcels 601 and 700, were under joint ownership of a Mr. Stevens. The city was successful in obtaining right of way from all of the lots for LID 43 except these three. Reviewing the project files, staff was unable to determine why this did not take place. Now the three tax lots were under different ownerships. During the review process for the Jaramillo's building permit application, it was noted that there was only 40-foot right of way dedication at this parcel, 10-feet on the Jaramillo's side and thirty-feet on the parcel on the north side of the street. LID 43 constructed the street in a 60-foot right of way. The current City of Ontario Transportation Plan classified NW 4th Avenue as a Major Collector. The current 60-foot right of way matched the Master Plan's Figure 7-4, Collector without Bike Lane. As a condition to the building permit, the Jaramillo's were requested to donate the additional right of way, which they agreed to do.

Councilor Tuttle asked the width of the street.

Ms. Eden stated she was not sure.

Councilor Tuttle stated it was confusing, because if they had 30 foot on one side, and 10 foot on the other, where did they put the street? Was it a 36 foot street, or 40? There was a 40-foot right-of-way. Was there going to be more right-of-way on one side of the street than the other, or in the middle? By doing this action, it would bring the street back into the city, correct, because right now, it was on private property.

Mr. Turner stated yes, it would.

Jackson Fox moved, seconded by Larry Tuttle, that the Mayor and City Council adopt Resolution #2014-101, **A RESOLUTION DECLARING THE NECESSITY AND INTENT FOR ACCEPTANCE OF STREET RIGHT OF WAY FROM MIKE R. AND NORMA G. JARAMILLO**. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

Resolution #2014-102: Correction to Resolution #2013-129 re 9-1-1 Funds

Michael Long, Finance Director, stated this agenda item was to correct Resolution 2013-129, adopted by the Council November 13, 2013. Resolution #2013-129 only effected one side of each fund putting the General Fund and the 9-1-1 Fund out of balance by \$21,200 in the in the 2013-2014 Annual budget. This resolution would correct the funds so they would be in balance.

Jackson Fox moved, seconded by Ron Verini, that the City Council adopt Resolution #2014-102, **A RESOLUTION CORRECTING RESOLUTION #2013-129**. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

Resolution #2014-103: Accept Street Right-of-Way @ Crest Way and Horning Way (County)

Dawn Eden, Engineering Technician II, stated Malheur County owned the street right of ways for Horning Way and Crest Way. With the annexation of this residential area, the City of Ontario requested that Malheur County donate the street right of way to the city.

The Horning and Crest Way area was not created by a subdivision plat. The areas where the Horning and Crest Way streets were constructed were on privately owned properties. The owner did not pay the taxes on the two lots and Malheur County took ownership of the lots for non-payment of these taxes. This area had now been annexed into the Ontario City Limits and the city took over jurisdiction to maintain these streets although Malheur County still owned the property. The city requested that Malheur County donate these lots for right of way purposes. The Malheur County Court did so by a Quitclaim Deed. This resolution would allow the Mayor to accept these parcels.

Councilor Fox asked if this was the last thing on the checklist for this subdivision. Could they now collect on the money that Dan Cummings [CK3, LLC] had on hold?

Mr. Sullivan stated yes, this should be it.

Jackson Fox moved, seconded by Charlotte Fugate, that the Mayor and City Council adopt Resolution #2014-103, **A RESOLUTION DECLARING THE NECESSITY AND INTENT FOR ACCEPTANCE OF HORNING WAY AND CREST WAY STREET RIGHT OF WAY FROM MALHEUR COUNTY**. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

~~• Mayor Cammack stated he kept getting comments from the community regarding the television broadcast of the Council meetings, and asked for an update on the system.~~

Tori Barnett, City Recorder, stated she had been in contact with the KOHS Advisor Shamra Jones at the high school. Part of the problem was when the Council held a longer meeting, it was necessary to compress the meeting onto the DVD, and the resolution and pixels were not as clear. Ms. Jones was working on some things on her end, also. Another problem could also be that many televisions had the option to change the size of the view on the screen, such as zooming or widening, and that might cause some of the picture to be missing. She and two other individuals had watched the current airing of the meeting, and it was fine, other than the resolution was a bit off. She was also working with Ms. Jones to get the date to scroll across the screen, or to be placed somewhere so individuals would be aware of which meeting they were watching. She would continue working with the school. Compression made no changes to audio.

- Councilor Jones stated at the Thursday Study Session, when he announced that he had contacted LOC and LGPI, Mr. Henry made comments both in the hallway and in Chambers, that there might be a conflict of interest if there was litigation. Please explain those comments.

Mr. Henry stated he had been caught by surprise, but he had been thinking that LGPI was the company that, if there was any problems with employees, LGPI defended the city. Therefore, he had thought there might be a conflict of interest if they did the evaluation of employee, like himself, and if there were problems in the future. He didn't know if it would be a conflict, but he recommended that LGPI not be one of the companies used for the evaluation process.

Councilor Jones stated with his communication with LGPI, it was that the city was a member of LGPI, and had access to information, and they were willing to provide copies of possible...he would have information from LGPI to submit to the Council on Thursday, that would give possible review scenarios.

- Councilor Jones stated that Mr. Henry had also stated during the comment on the review they planned to do shortly, that there were four seats coming open a year from now, and that there was really no need to do goals until a year from now. He wanted that explained in regards to postponing the discussion of possible goals for this upcoming year.

Mr. Henry stated what he meant to say was that once the new Councilors were elected in January, they needed to sit down as a group and set goals again. They might have different goals than the current Council. One thing that was important was to set goals. His employment contract read that the Council would set specific criteria by which to evaluate him. He apologized for misspeaking, but they needed to get moving on criteria by which he would be evaluated.

- Councilor Crume stated he was pleased to announce that he and Councilor Fugate had met to discuss names for the Aquatic Center Committee. They decided to have an 11-member committee, which would include both he and Councilor Fugate, who would not be voting members. They would have nine voting members, and they were just short one person to complete that number. They had a solid 10 on board. Those included both he and Councilor Fugate, Ken Hart, Dan Cummings, Stephanie Williams, Matt Sorenson, Marty Justus, Debbie Schaffeld, Peggy Hawkins, and Jerry Jorgenson. They would also have Facilities Manager Brad Howlett, from the city, on the Committee, who would be a non-voter.

He requested that Mr. Henry have Mr. Howlett provide nine copies of the information that he had completed on the Aquatic Center, plus the architect review and plans that had been done a few years ago. That would give the committee all the same information for them to move forward.

~~Councilor Fugate stated she had spoken with Ms. Williams, and the Committee had to have this done before the first of May to qualify as a service district if that was the direction the committee went.~~

ADJOURN

Jackson Fox moved, seconded by Larry Tuttle, that the meeting be adjourned. Roll call vote: Crume-yes; Fox-yes; Fugate-yes; Jones-yes; Tuttle-yes; Verini-yes; Cammack-yes. Motion carried 7/0/0.

APPROVED:

ATTEST:

LeRoy Cammack, Mayor

Tori Barnett, MMC, City Recorder

CONSENT AGENDA

January 21, 2014

TO: Mayor and City Council

FROM: Mark Alexander, Police Chief

THROUGH: Jay Henry, City Manager

**SUBJECT: LIQUOR LICENSE APPLICATION – NEW OUTLET
Limited On-Premises**

DATE: January 10, 2014

SUMMARY:

Berts Growler Garage has completed the “New Outlet” application process for “Limited On-Premises Sales” liquor license privileges through the Oregon Liquor Control Commission for their business located at 1635 SW 4th Avenue, Ontario, Oregon.

All necessary paperwork has been approved through OLCC office and is awaiting approval through the Ontario City Council.

BACKGROUND:

Criminal Record process was completed on Berts Growler Garage owners/managers, Michelle and Lonnie Bertalotto. All records returned clear. The application forms have been filled out appropriately and required fees have been paid. All Permit requirements have been met.

Approval of this license will allow Berts Growler Garage to sell beer and wine for consumption on premises and sell growlers of beer and/or wine to go.

RECOMMENDATION:

Staff has completed a review of this application information in accordance with the City of Ontario’s ordinance regulating this license, and recommends approval of the application for New Outlet Limited On-Premises Sales liquor license for Berts Growler Garage.

PUBLIC HEARING AGENDA REPORT

January 21, 2014

TO: Mayor and City Council

FROM: Alan Daniels, Public Works Director

THROUGH: Jay Henry, City Manager

SUBJECT: ORDINANCE #2687-2013: AN ORDINANCE AMENDING THE ONTARIO URBAN GROWTH AREA BY APPROXIMATELY 270 ACRES FOR RAIL-DEPENDENT INDUSTRIAL USE, AMENDING THE CITY'S COMPREHENSIVE PLAN AND TRANSPORTATION SYSTEM PLAN, AND APPLYING UGA HEAVY INDUSTRIAL (1-2) ZONING TO THE PARCELS INCLUDED WITHIN THE UGA – SECOND AND FINAL READING

DATE: January 14, 2014

SUMMARY:

Attached are the following documents:

- Ordinance #2687-2013
- Exhibit 1: Staff Report
- Exhibit 2: Joint Technical Review Committee Meeting Minutes
- Exhibit 3: Public Notice documentation
- Exhibit 4: UGA & Comprehensive Plan Amendment Justification
 - Appendix A: Second (2013) Addendum to the 2007 Ontario Urbanization Study
 - Appendix B: Proposed Comprehensive Plan Text and Policy Amendments
 - Appendix C: Proposed TSP Amendments
 - Appendix D: Transportation Impact Study (TIS – Lancaster Engineering)
 - Appendix E: Public Facilities Report (Ontario Public Works)

PREVIOUS COUNCIL ACTION:

After opening the December 16, 2013 public hearing and taking testimony, the Council continued the public hearing related to this Comprehensive Plan Amendment package to January 21, 2014. As approved in the motion for continuance, testimony for the January 21, 2014 public hearing will be limited to discussion of Exhibit 4, Appendix D.

BACKGROUND:

On December 16, 2013 the Planning Commission and City Council continued the public hearing related to the Comprehensive Plan Amendment package as set forth in Action 2013-10-08CPAMD and Exhibit 1 (Planning Commission Staff Report). This package included:

- a) Expansion of the Ontario Urban Growth Area (UGA) to include approximately 248 tax lot acres and 22 acres of right-of-way (Alameda Street and Island Avenue) and railroad (Oregon Eastern and Union Pacific) to meet identified rail-dependent industrial land needs.
- b) Assignment of an Industrial Comp Plan designation with a 50-acre minimum parcel size to the 248-acre industrial site to meet site suitability requirements for rail-dependent industrial users.
- c) Amendment of the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs.
- d) Amendment of the Ontario Transportation System Plan (TSP) to designate SW 4th Street south of SW 18th Avenue as a major collector street and address and mitigate for transportation impacts from the proposed UGA expansion.
- e) Annexation of the rail-dependent industrial site to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Heavy Industrial (I-2) zone to the 248-acre site.
- f) Annexation of four intervening tax lots (28.1 acres) and approximately 2.3 acres of SW 4th Street right-of-way between the industrial site and the existing city limits and assign Heavy Industrial (I-2) zoning to the annexed parcels.

However, property owners in the proposed annexation areas did not sign consent forms prior to the January 21, 2014 hearing date. Without annexation, the City cannot assign city zoning (proposed as City Heavy Industrial – I2) to the proposed site and intervening properties. However, the proposed rail-dependent industrial site can be rezoned to county zoning (UGA Heavy Industrial – I2). Staff revised Exhibit 4 – Map 5 to show UGA Heavy Industrial zoning for the proposed expansion area, and no proposed annexation of tax lots.

RECOMMENDATION:

After taking testimony on items not presented in the December 16, 2013 hearing (as indicated in the continuance motion, this limits testimony to the TIS for rail-industrial properties), Staff recommends adoption of the proposed UGA expansion, Comprehensive Plan Amendments, and TSP amendments:

- a) Expansion of the Ontario Urban Growth Area (UGA) to include approximately 248 tax lot acres and 22 acres of right-of-way (Alameda Street and Island Avenue) and railroad (Oregon Eastern and Union Pacific) to meet identified rail-dependent industrial land needs.
- b) Assignment of an UGA Heavy Industrial Comp Plan designation/zoning district with a 50-acre minimum parcel size to the 248-acre industrial site to meet site suitability requirements for rail-dependent industrial users.
- c) Amendment of the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs.
- d) Amendment of the Ontario Transportation System Plan (TSP) to designate SW 4th Street south of SW 18th Avenue as a major collector street and address and mitigate for transportation impacts from the proposed UGA expansion.

Staff recommends modification of the proposed zone changes as follows:

- Retain intervening properties in their current UGA Heavy Industrial zoning; and
- Rezone the rail-dependent industrial site to UGA Heavy Industrial, as shown on Exhibit 4 – Map 5 (January 2014).

PROPOSED MOTION:

I move that the City Council adopt Ordinance #2687-2013, based on the information, findings and facts as set forth in Action 2013-10-08CPAMD and the Planning Commission & City Council staff report, and to **APPROVE** the request to rezone those properties identified in Exhibit 4-Map 5 (January 2014) to UGA Heavy Industrial, on Second and Final Reading.

ORDINANCE NO. 2687-2013

AN ORDINANCE AMENDING THE ONTARIO COMPREHENSIVE PLAN, INCLUDING THE COMPREHENSIVE PLAN MAP AND TEXT, THE ONTARIO URBANIZATION STUDY, THE ONTARIO URBAN GROWTH BOUNDARY, AND THE ONTARIO TRANSPORTATION SYSTEM PLAN

- WHEREAS,** The City of Ontario has received multiple inquiries from rail-dependent industrial firms interested in large, flat industrial sites with access to City water and sanitary sewer service, and direct access to the Oregon Eastern Railroad spur; and
- WHEREAS,** The City has a strong interest in providing job opportunities and increased tax base for the benefit of existing and future citizens; and
- WHEREAS,** The City of Ontario, with assistance from Winterbrook Planning, has carefully analyzed alternative sites within the Ontario Urban Reserve Area and concluded that the property shown on Exhibit 4 – Map 4 best meets the needs of adopted rail-dependent industrial siting criteria, and the requirements of Statewide Planning Goals 9 (Economic Development), 11 (Public Facilities and Services), 12 (Transportation) and 14 (Urbanization); and
- WHEREAS,** The City of Ontario has a strong interest in maintaining the supply of irrigated farm land in Malheur County and has coordinated with the Owyhee Irrigation District to provide for transfer of water rights from land included within the Ontario Urban Growth Area to dry land outside of Urban Growth Boundaries; and
- WHEREAS,** The City of Ontario has prepared a Transportation Impact Analysis demonstrating “no significant impact” on state transportation facilities will result from urban development authorized by this ordinance, provided that amendments to the TSP are made;
- WHEREAS,** The City of Ontario has coordinated with the Oregon Department of Transportation in amending the Transportation System Plan to provide for an efficient transportation system that serves anticipated vehicular traffic from planned heavy industrial uses; and
- WHEREAS,** The City of Ontario has coordinated with Malheur County, the Oregon Department of Land Conservation and Development, the Oregon Department of Transportation, Business Oregon, and the Governor's Revitalization Team in the preparation of the Comprehensive Plan amendment package; and
- WHEREAS,** Public hearings for the draft version of the Comprehensive Plan amendment package were duly noticed (Exhibit 3) and a joint public hearing was held before the Ontario Planning Commission and City Council on December 16, 2013 and continued to January 21, 2014; and

WHEREAS, The City Council has reviewed all evidence and testimony submitted at the Joint public hearing, and considered the Planning Commission's recommendation on the matter, prior to deciding to approve the Comprehensive Plan amendment package; and

WHEREAS, Malheur County has scheduled a public hearing to adopt relevant portions of the City's Comprehensive Plan amendment package; and

WHEREAS, The provisions of this Ordinance are subject to the approval of the Malheur County Court and will not become effective until approved by the Malheur County Court; and

WHEREAS, The City Council concludes that the proposed Comprehensive Plan amendments are consistent with applicable Statewide Planning Goals and applicable provisions of the Ontario Comprehensive Plan, based upon the findings and conclusions set forth in the following documents, which findings and conclusions are adopted by the City Council:

1. The City of Ontario Urban Growth Area & Comprehensive Plan Amendment Justification and Findings Report dated December 8, 2013 and prepared by Winterbrook Planning (Exhibit 4, including Appendices A-F and Maps 1-5);
2. The Planning Staff Report dated December 9, 2013 (Exhibit 1);
3. The Second Addendum to the Ontario Urbanization Study, prepared by Winterbrook Planning, documenting the need for and site requirements of rail-dependent industrial users (Exhibit 4 – Appendix A);
4. The Transportation Impact Study prepared by Lancaster Engineering demonstrating that the "reasonable worst case scenario" for development of Industrial land added to the Urban Growth Area will not significantly impact existing or planned transportation facilities (Exhibit 4 – Appendix D);
5. The Public Facilities Report from Public Works Director Bob Walker, demonstrating the feasibility of providing sanitary sewer and water service to the expanded Urban Growth Area without compromising the City's ability to provide urban services to the existing Urban Growth Area (Exhibit 4 – Appendix E);

NOW, THEREFORE, THE CITY OF ONTARIO ORDAINS AS FOLLOWS:

Section 1. Title 10, The City of Ontario Comprehensive Plan, and supporting planning documents (the Ontario Urbanization Study, the Ontario Urban Growth Boundary and Plan Map, and the Ontario Transportation System Plan) are hereby amended as follows:

1. The Ontario Comprehensive Plan Map is modified to expand the Urban Growth Boundary and to redesignate land from County Agriculture (EFU) to City Industrial – Heavy Industrial, as shown on Exhibit 4 – Map 4 and further described in the Planning Staff Report (Exhibit 1);
2. The 2007 Ontario Urbanization Study (which provides the factual and analytical basis for growth projections and land needs found in the Ontario Comprehensive Plan) is amended as set forth in Exhibit 4 – Appendix A, Second Addendum to the Ontario Urbanization Study.

3. The Ontario Comprehensive Plan text and policies related to Goals 9 and 14 are amended as set forth in Exhibit 4 – Appendix B, Comprehensive Plan Policy and Text Amendments.
4. The Ontario Transportation System Plan is amended as set forth in Exhibit 4 – Appendix C, Ontario TSP Amendments, and as shown on Exhibit 4 – Map 4.

Section 2. The City Manager is hereby directed to effect the above amendments and to provide notification of the City Council's decision to the Department of Land Conservation and Development in a timely manner.

Section 3. This ordinance shall become effective either within 30 days, or upon co-adoption by the Malheur County Court of the amendments to the Ontario Comprehensive Plan policies and text, the Ontario Comprehensive Plan Map, and the Ontario Transportation System Plan as authorized by this ordinance, whichever is later.

PASSED AND ADOPTED by the Common Council of the City of Ontario this 21st day of January, 2014, by the following vote:

AYES:

NAYS:

ABSENT:

APPROVED by the Mayor this 21st day of January, 2014.

Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

Appendix A: Second Addendum to the 2007 Ontario Urbanization Study

**City of Ontario
Urban Growth Area &
Comprehensive Plan Amendment Package
October 10, 2013**

Second (2013) Addendum to Ontario Urbanization Study

Originally Prepared for the
City of Ontario

By **ECONorthwest** (2007)

Addendum Prepared by

Winterbrook Planning

October 10, 2013

Table of Contents

Second Addendum to the 2007 Urbanization Study	2
Purpose.....	2
Background	2
Malheur County Rail Asset Study (2006).....	4
Business Oregon – Project Rail	6
<hr/>	
Business Oregon – Project 78	7
What Does Ontario Have to Offer?	10
Conclusion	12
Recommendation	12

Second Addendum to the 2007 Urbanization Study

PURPOSE

This Addendum has two primary purposes:

1. To document the site requirements of rail-dependent industrial and transshipment centers and Ontario's comparative advantages in attracting such centers.
2. To provide a factual basis for changes to the 2007 Urbanization Study (as amended in 2013), the Goal 9 and 14 chapters of the *Ontario Comprehensive Plan* (also amended in 2013), and to provide factual support for an amendment to the Ontario Urban Growth Area (UGA) boundary to provide a suitable site for one or more large rail-dependent firms.

BACKGROUND

The 2007 *Ontario Urbanization Study* provided technical analysis supporting the 2007 update of the Ontario Comprehensive Plan and factual data supporting an expansion of the UGA and establishment of an Urban Reserve Area (URA). Thus, the 2007 Urbanization Study (1) evaluated growth forecasts, (2) inventoried the City's buildable land supply, (3) identified housing and public facility needs, (4) included and Economic Opportunities Analysis (EOA) and economic development strategies, and (5) determined how much land the City will need to accommodate growth from 2006-2026 and from 2006-2056.

Goal 14 Urbanization

The Goal 14 chapter of the comprehensive plan as amended in early 2013 (Ordinance No. 2674-2013) includes the following revised text with respect to 20-year and 50-year land need:

"In 2007, the City of Ontario adopted a 2056 URA to meet identified land needs through 2056. The 2056 URA included 1,757 acres for future urban uses. Approximately 500 acres were reserved in the southeast portion of the URA for rail-dependent uses served by both the Union Pacific Railroad and Railroad Avenue.

"In 2009, the City of Ontario and Malheur County amended the UGA boundary to meet a large-site industrial land deficit. This expansion included the 77-acre "Wada Site" (nine acres of which was already within the UGB) immediately northwest of the Ontario Regional Airport and served by the Yturri Beltline (Oregon Highway 201).

"The 2012 Addendum to the 2007 Ontario Urbanization Study identified an unmet short-term need for two 150-250 acre sites to accommodate (1) a very large mega data center

and (2) 2-3 smaller data center users. * * * To ensure that Agricultural land is not prematurely included within the Ontario UGA to meet this need, Ontario has adopted a sequential approach. Consistent with Policy 10-14-8(3), Ontario will include one mega data center site within the UGA in early 2013 to meet short-term needs; at such time as this site is developed, Ontario is committed to initiating a second UGA amendment to ensure that a second data center site is immediately available within the UGA.

"In 2013: Public facilities needs identified in the 2007 Comprehensive Plan were reduced by 80 acres to account for a transcription error (30 acres) and double-counting school needs (50 acres). The UGA was expanded to address 105 acres of the adjusted 184-acre public facilities need. The City of Ontario and Malheur identified a need for at least one site of approximately 200 acres to meet the site requirements of mega data centers. Ontario UGA lacks any such large sites; therefore, the UGA was expanded by an additional 199 acres to meet this identified need.

"Table 14-4 updates 2006-2026 Ontario land need and supply numbers based on the expanded 2013 UGA.

Table 14-4: Ontario Land Need and Supply 2006-2026 (Revised 2013)

Generalized Land Use	Buildable Acres	Need 2006-2026	Surplus (Deficit) 2006-2026
Commercial	242.9	254.1	(11.2)
Industrial	485.8	507.3	(21.5)
Public Facility	114.9	184.0	(69.1)
Residential	627.9	593.4	34.5
TOTAL	1,471.5	1,538.8	(67.3)

The Goal 14 element of the comprehensive plan includes the following acknowledged policies:

5. Land added to the UGA to meet the needs of mega data centers shall be retained in large parcels (minimum of 50 acres) to ensure that large site size requirements are met consistent with the 2012 Addendum to the Ontario Urbanization Study.
6. To carry out Ontario's "no net loss of irrigated agricultural land policy," annexation agreements for properties zoned EFU shall include a specific provision that requires proof of water rights transfer to rural farm land before City water is provided to the subject area.

7. *Ontario will reserve large parcels of URA land (approximately 500 acres) served by both the Union Pacific Railroad and Railroad Avenue to meet regional rail-dependent industrial needs.”*

In 2006, Ontario participated in a study of “rail assets” as part of a county-wide industrial lands strategy. In 2012, Business Oregon approached the City regarding the availability of a large site to accommodate a rail-dependent industrial firm. The firm had identified specific site requirements that Ontario was unable to meet. The remainder of this Addendum focuses on site requirements for rail-dependent industrial uses.

MALHEUR COUNTY RAIL ASSET STUDY (2006)

Ontario’s been interested in attracting major rail-dependent users for a long time – in part to service its agricultural employment base. Although the City has several industrial sites adjacent to the Union Pacific Railroad (UPRR) mainline, Ontario has had not recent successes in attracting major rail-dependent industrial firms.

Ontario’s Competitive Advantages

In 2006, the City participated in the *Malheur County Rail Asset Study* (Claudia Howells). The study (p. 18) included the following observations regarding Ontario’s competitive advantages in attracting rail-dependent employment:

*“The area is generally served by the Union Pacific Railroad (UPRR) a large, Class I railroad that gives its customers access to all domestic markets, international ports and the counties of Mexico and Canada, some directly some through other rail carriers. Ontario is directly served by UPRR and has a sizable marshaling yard in downtown Ontario. Rail-served industries are clustered around the freight yard. * * **

*“The condition of the rail infrastructure within the study area is very good. The quality of service provided by UPRR is acceptable. UPRR’s line through Ontario is one of UPRR’s major transcontinental freight routes and will always serve the Treasure valley area. * **

“A newly-designated parcel along the Oregon Eastern Railroad [OERR is] the site of Treasure Valley Renewable Resources. This site was not originally zoned for industrial use and required an exception from the state Department of Land Conservation and Development, a lengthy and laborious process. The experience highlighted the need to designate adequate properties for rail-dependent industrial development.

“For manufacturers and agricultural producers that sell to distant markets and produce low to medium value products, rail service is not ‘alternative transportation,’ it is essential. Because railroads, for the most part are for-profit businesses, it is also

*essential for them to be able to grow business. For both reasons, communities should take special care in designating and preserving rail-served sites for industrial use, and planning for the redevelopment of 'brown field' or abandoned sites as permanent industrial uses. * * **

"In conclusion, the rail resource in the study area is strong and capable of attracting new industries that will provide long-term, family-wage employment. There is no question that rail transportation will become increasingly important. Therefore communities that have anticipated the need for rail-dependent sites will be highly competitive in attracting high quality employment."

The Howell study (p. 17) also recognizes Ontario's unique advantage in having the OERR short line connection with the UPRR main line:

"Land located along the Oregon Eastern Railroad has the best chance of being developed for rail-dependent or rail-accessible industries. Development of new industries along the UPRR will likely be more difficult. UPRR will be reluctant to give a new shipper access to its main line, because it does not have the track capacity to switch on the main line."

Site Requirements for Rail-Dependent Industries

Regarding the site requirements for rail-dependent industries, the Howell study (p. 18) recognizes that being next to the UPRR main line doesn't mean that a site has *access* to the line, and makes the following observations:

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

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

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

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

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

The Howell study (p. 19) also identified other critical site requirements, including adjacency to the UGB, parcels sizes of 50-100 acres, flat topography without wetland or floodplain constraints, good road access and access to City utilities. In particular, the study described the characteristics of “Tier 1” rail-dependent properties:

- *Served by the Oregon Eastern Railroad or UPRR’s Homedale Branch*
- *Parcels of 50-100 acres*
- *Proximate to the UGB*
- *Flat topography*
- *Limited or no wetland or other environmental constraints*
- *Adequate road access*
- *Available utilities*

BUSINESS OREGON – PROJECT RAIL

Business Oregon is currently working with a railcar maintenance and services company that is looking for the opportunity to expand their core business in Oregon.

According to “Project Rail” documentation provided by Business Oregon (November 2012),

“They are looking for suitable property along either - Union Pacific Railroad, BNSF Railway and/or any port location with rail access. They prefer property with track that has dual access (UPRR & BNSF) and is large enough to accommodate multiple unit trains that are 7500 and 8500 each in length. This company is not hesitant to invest in adding the necessary track if other suitable conditions with regards to the property are available.

I * * They are looking for suitable property to lease and/or purchase – the following is a list of items, criteria and/or questions they need answered regarding each site for evaluation purposes.*

1. *Property located off a main line with BNSF, Union Pacific RR, CSX or Norfolk Southern. (Company will consider short lines or ports with rail access based on the volume of traffic).*

2. *Does the property have a switch or switches off the main line? How much track is onsite? And what is the lay-out? Can it accept unit trains? Curvature and condition of track?*
3. *How close in proximity to the main line is the track?*
4. *Switch fees from the railroads? (Example – power on, power off fees or do switch fees apply from the railroad for unit trains or individual cars)*
5. *Location of the closest railroad yard? And how often does the RR switch this facility?*
6. *Any issues with the property being a flooded and is it in a flood zone?*
7. *Buildings onsite? Track through and or beside the structure? Size and layout?*
8. *Any EPA and/or noise restrictions associated with the property and/or community?*
9. *River access? Transloading capabilities? Any concrete pads?*
10. *Number of acres? (Prefer 150 to 200 acres)*
11. *Terms of use? Lease and/or purchase?*
12. *Federal, state and local incentives (Grants, loans, etc.) and names of local, state, and federal officials that may have involvement with the property, funding, grants, low interest loans, etc? Names and contact information for applicable Railroad Industrial Development personnel?*
13. *Utilities – Electric and water required.*

BUSINESS OREGON – PROJECT 78

Business Oregon is also currently working with a rail-dependent manufacturing company that is looking for the opportunity to develop a multi-phase facility in Oregon.

According to “Project 78” documentation provided by Business Oregon (September 2013),

The project will be developed in multiple phases. The first two phases of development are for the first two of a potential four manufacturing lines. The requirements for phases I and II are listed in the second column in the table on the next page. The investment and employment figures could roughly double with the implementation of the additional phases. The third column in the table bellows represents the minimum project investment

and employment once all phases are implemented. This chosen location will also be a strong candidate for other company operations to be determined.

They will accept and evaluate sites that only meet the Phase 1 & 2 requirements, but locations that exceed the Phase I & 2 requirements and allow for expansions that can accommodate Total Build Out requirements will have a significant advantage.

	<i>Phase 1 & 2</i>	<i>Total Build Out (additional operations)</i>
<i>Capital Investment</i>	<i>\$700 million</i>	<i>\$1.4 billion+</i>
<i>Employment</i>	<i>347 full time employees</i>	<i>700+ full time employees</i>
<i>Site Size</i>	<i>200 acres minimum</i>	<i>400+ acres preferred</i>
<i>Rail Traffic</i>	<i>30-35 per week</i>	<i>60-70+ per week</i>
<i>Truck Traffic</i>	<i>700 trucks per week</i>	<i>1,400+ trucks per week</i>
<i>Electricity Usage</i>	<i>430,000 MWh per year</i>	<i>860,000 MWh per year min.</i>
<i>Electrical Connected Load</i>	<i>52 MW</i>	<i>104 MW min.</i>
<i>Natural Gas</i>	<i>2,000,000 DTH</i>	<i>4,000,000 DTH min.</i>
<i>Potable Water</i>	<i>30,000 gallons/day</i>	<i>60,000 gallons/day min.</i>
<i>Industrial Water</i>	<i>2.5 million gallons/day</i>	<i>5 million gallons/day min.</i>
<i>Industrial Wastewater</i>	<i>1.8 million gallons/day</i>	<i>3.6 million gallons/day min.</i>
<i>Sanitary Wastewater</i>	<i>5,000 gallons/day</i>	<i>10,000 gallons/day min.</i>
<i>Nonhazardous Waste (Sludge)</i>	<i>30 tons/day</i>	<i>60 tons/day</i>
<i>Nonhazardous Solid Waste (Other)</i>	<i>220 tons/year</i>	<i>440+ tons/year</i>

- *General operating conditions:*
 - *Operation will run 24 hours a day, 7 days a week*
 - *A large percentage of raw materials will be imported from Canada, South America and U.S. locations.*
- *Transportation needs:*
 - *Direct access to rail service on site required*
 - *Proximity and excellent quality access to interstate and major highways*
 - *Proximity to intermodal facility*
- *Electric requirements:*
 - *Dependable electric power is required, redundancy is preferred.*
 - *Demand factor of 95%*
- *Natural Gas requirements:*
 - *Minimum pressure of 40 psi at the property line is needed.*
 - *Ability to purchase direct from transmission companies is strongly preferred.*
- *Water:*
 - *Potable, gray and raw water for industrial process water are all feasible although gray or raw water are preferred.*

- *Industrial wastewater:*
 - *Treatment facility will be built onsite. Time and ability to obtain an NPDES permit will be critical to the decision.*
 - *Discharge to a surface water source is preferred.*
- *Sanitary wastewater:*
 - *Treatment provided by others (municipal or other) is preferred.*
- *Nonhazardous waste:*
 - *Potential to recycle sludge is beneficial*
- *Air Emissions:*
 - *The facility is expected to be a major source and will require a Title V Air Permit*
 - *Anticipated emissions are listed on the next page:*

<i>Emissions</i>	<i>Phase 1 & 2</i>	<i>Total Build Out</i>
<i>PM 10</i>	<i>88 tons per year</i>	<i>176 tons per year</i>
<i>PM 2.5</i>	<i>62 tons per year</i>	<i>124 tons per year</i>
<i>NOx</i>	<i>90 tons per year</i>	<i>180 tons per year</i>
<i>CO</i>	<i>126 tons per year</i>	<i>252 tons per year</i>
<i>SO₂</i>	<i>3 tons per year</i>	<i>6 tons per year</i>
<i>VOC</i>	<i>245 tons per year</i>	<i>490 tons per year</i>

- *Other requirements:*
 - *Site must be zoned for industrial operations or, in an area without zoning, site must be in an area suitable for heavy industrial development.*
 - *Site with existing infrastructure that may reduce capital costs will have an advantage. Brownfield sites are acceptable so long as minimal environmental remediation is required and the company may receive a total release from liability from previous contamination.*
 - *Site must be free of wetlands, endangered species or other environmentally unacceptable conditions that would significantly impact or delay development of the site.*
 - *Site must be capable of being under full control within 90 days of a final location decision.*
 - *The site must be outside the 100-year flood plain as defined on FEMA flood plain maps and must be at a level that is feasible to raise above the 500-year flood plain.*
 - *Community support for the development of an industrial facility at this location is important. Aesthetics are important to the company.*
 - *Tallest structures on the site are 100' (85' building with 15' exhaust stacks).*
 - *Noise is expected to be significantly less than 80 decibels at the fence line*
- *Community attributes*
 - *Population of greater than 100,000 within normal commuting distance is strongly preferred*
 - *Strong manufacturing workforce culture*

WHAT DOES ONTARIO HAVE TO OFFER?

Although Ontario is located on a main line with a major switching yard, many of its rail-dependent sites have flooding constraints, and some are located near residential areas. Although there are large sites adjacent to the UPRR main line, larger sites do not have direct access to this line. In particular, Ontario currently lacks rail-dependent sites of 150-200 acres that are served by a short line with direct access to the UPRR mainline, can be served by public utilities, have direct access to the UPRR line, and are located outside the floodplain.

However, in 2007, Ontario anticipated the need for large, rail-dependent industrial sites. Based on consideration of the Howell study, ECONorthwest worked with Winterbrook Planning, the city of Ontario, Malheur County, and the Oregon Departments of Agriculture and Land Conservation and Development, to evaluate alternative rail-dependent sites – focusing on large and serviceable sites with access to both the UPRR main line and the EORR short line.

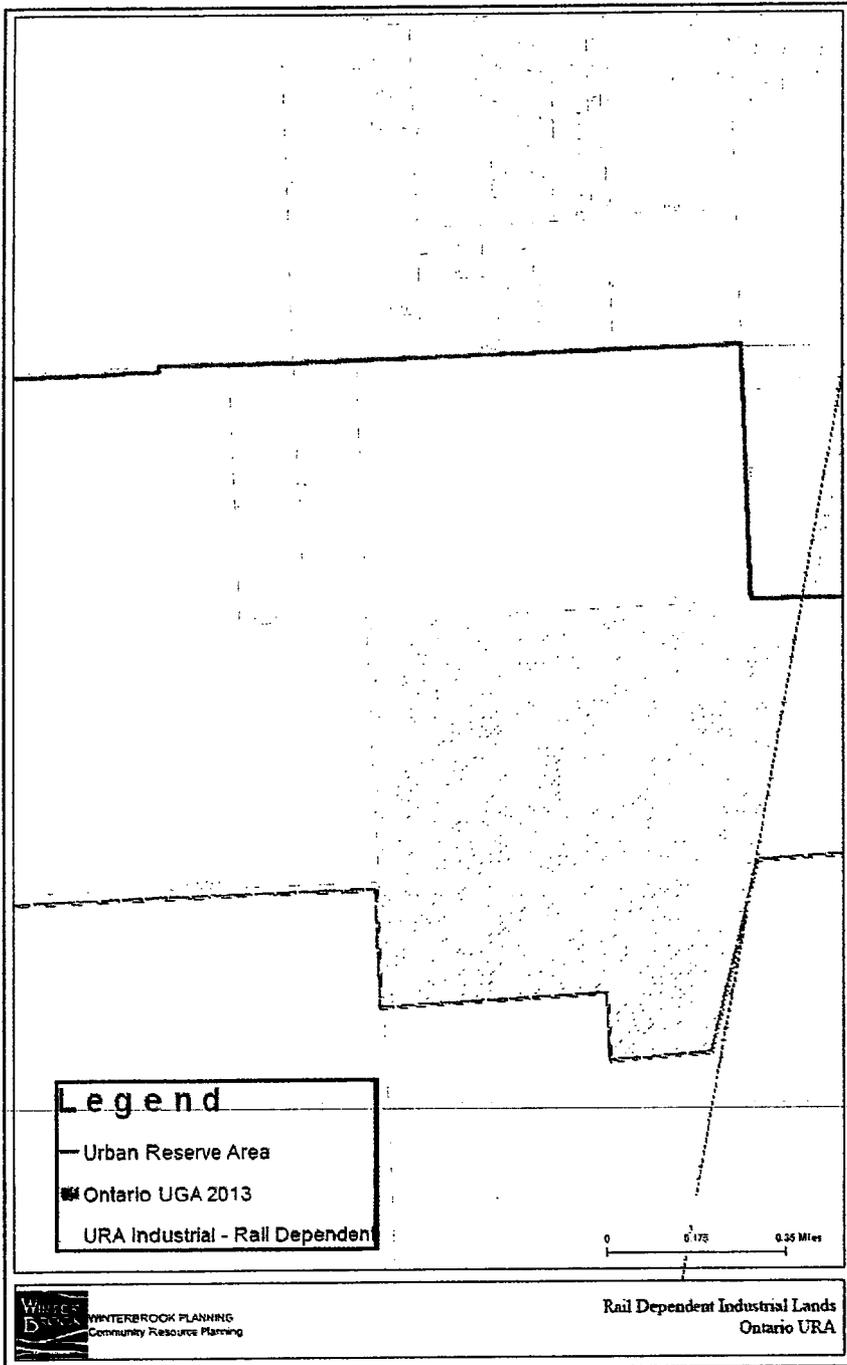
The result was a decision to assign a “rail-dependent industrial reserve” designation to large parcels on both sides of the EORR short line – at its terminus with the UPRR main line. As stated in Urbanization Policy 7: approximately 360 acres¹ are reserved especially for rail-dependent uses in the URA:

- 7. Ontario will reserve large parcels of URA land (approximately 500 acres) served by both the Union Pacific Railroad and Railroad Avenue to meet regional rail-dependent industrial needs.”*

Figure 1 shows the 360-acre Rail-Dependent Industrial Reserve Area.

¹ As a result of Department of Agriculture comments in 2007, the rail-dependent industrial reserve area was reduced from 500 to 360 acres.

Figure 1: Rail-Dependent Industrial Reserve Area



CONCLUSION

Ontario has distinct comparative advantages when it comes to meeting the siting requirements of rail-dependent industrial and transshipment centers. Ontario has:

- A supportive planning and political environment;
- A UPRR mainline and a major rail switching yard;
- Sufficient water and sanitary sewer capacity;
- Available state tax incentives;
- Support from state agencies; and
- A large urban reserve area with large, flat and serviceable sites especially reserved for rail-dependent industries.

RECOMMENDATION

Based on Ontario's comparative advantages as documented in the *Malheur County Rail Assets Study* – it is reasonable to conclude that Ontario could be successful in attracting rail-dependent industrial and transshipment centers. Based on criteria identified by two potential rail-dependent users, a site of 150-400 acres with direct access to the UPRR main line is needed.

To be competitive in attracting such centers in the short-term (over the next five years), Ontario should provide two large, flat, serviceable sites in the 250-acre range. Ontario currently has no sites of greater than 90 acres within its Urban Growth Area – and no large sites with direct access to the UPRR main line.

At the same time, Ontario recognizes the primary almost \$300,000 contribution that agriculture contributes to Malheur County's economy. The Ontario Comprehensive Plan recommends against premature conversion of agricultural land until it is needed for urban development. (Policy 10-3-4)

To balance these somewhat competing objectives, Winterbrook recommends a conservative, sequential approach to UGA expansion: Ontario should include one site of approximately 250 acres within the UGA in 2014. If this site develops rapidly as expected, Ontario should consider amending the UGA to include a second site for one or more additional rail-dependent industries.

Appendix B: Proposed Comprehensive Plan Policy and Text Amendments

**City of Ontario
Urban Growth Area &
Comprehensive Plan Amendment Package
October 10, 2013**

Appendix B: Ontario Comprehensive Plan Policy and Text Amendments

Table of Contents

GOAL 9: ECONOMIC DEVELOPMENT	2
10-9-1: Findings General	2
10-9-2 Findings: National, State and Regional Trends.....	3
10-9-3 Findings: Ontario’s Comparative Advantage.....	3
10-9-4 Findings: Site Suitability Requirements.....	3
10-9-7 Policies: Economic Development	3
Goal 14: URBANIZATION	4
10-14-1 Findings: General	4
10-14-5 Findings: Long Range Buildable Lands Needs.....	4
10-14-6 Findings: Comparison of Land Need and Supply	4
10-14-8 Policies: Urbanization	6

The following proposed amendments to the Ontario Comprehensive Plan are shown in *italic font* and are part of the December 2013 Ontario Comprehensive Plan Amendment package.

Comprehensive Plan references in this document are based on the Ontario Comprehensive Plan as of Ordinance 2674-2013 (February 2013).

GOAL 9: ECONOMIC DEVELOPMENT

10-9-1: Findings General

[Insert following the third paragraph in this section.]

In 2013 the City also adopted the Second (2013) Addendum to the 2007 Ontario Urbanization Study. This Addendum documented the short-term and medium term need for one or more large sites to meet the site requirements of “rail-dependent industrial” users within the Ontario UGA.

10-9-2 Findings: National, State and Regional Trends

[Insert following the last paragraph in this section.]

As indicated in the Malheur County Rail Asset Study (Howells, 2006) and as borne out by two inquiries to Business Oregon since 2010 regarding potential rail-dependent industrial sites in Eastern Oregon, there is a rising demand for large industrial sites with direct rail access in Eastern Oregon.

10-9-3 Findings: Ontario's Comparative Advantage

[Insert following the last paragraph in this section.]

Rail-Dependent Industrial

With respect to rail-dependent industrial needs (in addition to the aforementioned competitive advantages of plenty of water and sewer capacity, a trained or trainable labor force, and pro-growth community attitude), with the 2013 rail-dependent industrial land additions Ontario has the competitive advantage of being able to provide large, flat and serviceable sites with access to a short-line railroad connecting directly with the Union Pacific Railroad main line.

10-9-4 Findings: Site Suitability Requirements

[Insert prior to Table 9-3 in this section.]

Ontario also seeks to attract multiple rail-dependent industrial users to the community. To achieve this policy objective, Ontario amended its UGA to include a 245-acre Rail Industrial site north of the Oregon Eastern Railroad short line. This site can be provided with sanitary sewer and water service within a year or less, and has access via the short line to the Union Pacific Railroad main line. This site may be purchased by a single large user or several medium-sized users; however, this site is reserved exclusively for rail-dependent users requiring a site of 50 acres or more.

10-9-7 Policies: Economic Development

[Insert following Policy 14 in this section.]

15. *Ontario seeks to attract multiple rail-dependent industrial users to the community. Ontario has demonstrated that it is feasible to provide sanitary sewer, water and transportation facilities within a year following annexation to the City. Ontario is committed to providing a competitive short-term supply of fully serviced rail-dependent sites with Heavy Industrial zoning. Sites included within the UGA for rail-dependent industrial users shall be reserved in large parcels of at least 50 acres, and*

shall only be developed for rail-dependent uses. Rail dependent uses are industrial uses that cannot function without, and require regular and direct access to, rail facilities.

Goal 14: URBANIZATION

10-14-1 Findings: General

[Insert following the last paragraph in this section.]

In 2013 the City adopted the Second (2013) Addendum to the 2007 Ontario Urbanization Study. This Addendum documented the short- and medium-term need for one or more large sites to accommodate “rail-dependent industrial” users within the Ontario UGA.

10-14-5 Findings: Long Range Buildable Land Needs

[Insert following the last paragraph in this section.]

The Second (2013) Addendum to the 2007 Ontario Urbanization Study identified an unmet short-term need for rail-dependent industrial sites in the 150-400 acre range to accommodate (1) a rail-dependent manufacturing firm and/or (2) a railcar maintenance and service company. The City of Ontario and Business Oregon are working to accommodate interested rail-dependent users known as Project Rail and Project 78. To ensure that Agricultural land is not prematurely included within the Ontario UGA to meet this need, Ontario has adopted a sequential approach. Consistent with Policy 10-14-8(3), Ontario will include one rail-dependent industrial site within the UGA in early 2014 to meet short- and medium-term needs; at such time as this site is developed for rail-dependent uses, Ontario is committed to initiating a second UGA amendment to ensure that a second rail-dependent industrial site is immediately available within the UGA.

10-14-6 Findings: Comparison of Land Need and Supply

[Replace all text and table in this section.]

In 2007, the City of Ontario adopted a 2056 URA to meet identified land needs through 2056. The 2056 URA included 1,757 acres for future urban uses. Approximately 500 acres were reserved in the southeast portion of the URA for rail-dependent uses served by both the Union Pacific Railroad and Railroad Avenue.

The 2007 Comprehensive Plan identified a Year 2026 UGA deficit of about 354 acres in the following land use categories:

- Commercial (11 acres)
- Industrial (89 acres)
- Public Facilities (254 acres)*
- Residential 35 acre surplus.

* Public facilities need included city and county facilities, park, school, fraternal, and religious needs.

In 2009, the City of Ontario and Malheur County amended the Urban Growth Area (UGA) boundary to meet a large-site industrial land deficit. This expansion included the 77-acre "Wada Site" (nine acres of which was already within the UGB) immediately northwest of the Ontario Regional Airport and served by the Yturri Beltline (Oregon Highway 201).

In 2013:

1. *Public facilities needs identified in the 2007 Comprehensive Plan were reduced by 80 acres to account for a transcription error (30 acres) and double-counting school needs (50 acres). The UGA was expanded to address 105 acres of the adjusted 184-acre public facilities need.*
2. *The City of Ontario and Malheur County identified a need for at least one site of approximately 200 acres to meet the site requirements of mega data centers. Ontario UGA lacked any such large sites; therefore, the UGA was expanded by an additional 199 acres to meet this identified need.*
3. *In late 2013, the City of Ontario and Malheur County identified a need for at least one site of approximately 250 acres with direct access to the EORR short line to meet the site requirements of rail-dependent industrial users. Ontario UGA lacked any such large sites; therefore, the UGA was expanded by an additional 245 acres to meet this identified need.*

Table 14-4 updates 2006-2026 Ontario land need and supply numbers based on the expanded 2013 UGA.

Table 14-4: Ontario Land Need and Supply 2006-2026 (Revised 2013)

Generalized Land Use	Buildable Acres	Need 2006-2026	Surplus (Deficit) 2006-2026
Commercial	242.9	254.1	(11.2)
Industrial	485.8	507.3	(21.5)
Rail-Dependent Industrial	245.0	250.0	(5.0)
Public Facility	114.9	184.0	(69.1)
Residential	627.9	593.4	34.5
TOTAL	1,716.5	1,788.8	(72.3)

10-2-4-5 Policies: Urbanization

[Insert following Policy 7 in this section.]

8. *Land added to the UGA to meet the needs of rail-dependent users shall be retained in large parcels (minimum of 50 acres) to ensure that large site size requirements for rail-dependent industrial users are met consistent with the Second (2013) Addendum to the Ontario Urbanization Study.*

Appendix C: Proposed TSP Amendment

**City of Ontario
Urban Growth Area &
Comprehensive Plan Amendment Package
January 21, 2014**

Appendix C: Ontario TSP Amendment

The following amendment to the Ontario Transportation System Plan (TSP) is proposed as part of the December 2013 Ontario Comprehensive Plan Amendment package.

TSP Map Amendment

The proposed amendment to Figures 3-1b and 7-1b of the TSP is shown on Winterbrook Map 4. This map shows the classification of SW 4th Street south of SW 18th Avenue to “major collector”.

**RAILROAD AVENUE UGB EXPANSION
TRAFFIC IMPACT STUDY
ONTARIO, OREGON**

DATE:
January 13, 2014

PREPARED FOR:
City of Ontario

PREPARED BY:
William Farley, EI
Rebecca Hamilton, BS, MURP
Todd Mobley, PE, PTOE



**LANCASTER
ENGINEERING**

2e

TABLE OF CONTENTS

Executive Summary 3

Project Description

 Introduction..... 4

 Location Description..... 4

 Traffic Counts 6

 Analysis Scenarios 7

Trip Generation & Distribution

 Trip Generation..... 10

 Trip Distribution 11

Operational Analysis

 Background Traffic..... 14

 Capacity Analysis 20

Safety Analysis

 Crash Data..... 24

Findings & Amendments to Adopted Plans

 Transportation Planning Rule 25

 Transportation System Plan Amendments..... 26

Appendix 27

1e

EXECUTIVE SUMMARY

1. The City of Ontario is proposing an expansion of its Urban Growth Area (UGB)¹ to include approximately 275 acres of rail-accessible land in the south central portion of Ontario. The primary purpose of this UGA expansion is to meet identified industrial land needs and provide the opportunity for a large rail-dependent employment center. The UGB expansion area includes an industrial site of approximately 275 tax-lot acres and 30 acres of right-of-way.
2. It is assumed that by the year 2019 the first phase of development on the UGA expansion area will be in place and will consist of a manufacturing facility with approximately 175 full-time employees. It is estimated that this first phase of development will generate approximately 350 truck trips per week. For this initial phase, access to the site will be only via SW 4th Avenue.
3. By 2030, it is expected that the southwestern portion of the UGB expansion area will be developed as well, employing an additional 175 employees and generating approximately 350 additional truck trips per week. For this phase of development on the UGB expansion area, it was assumed that access points at Alameda Drive and Railroad Avenue would be constructed to provide additional passenger vehicle access to Highway 201. Trucks are expected to use SW 4th Street and SW 18th Avenue.
4. All off-site study area intersections will operate with sufficient capacity and at an acceptable level of service to accommodate trips from development on the UGB expansion area through the planning horizon. However, to ensure efficient operation and truck turning movements at the intersection of SW 18th Avenue and SW 4th Street, construction of an eastbound right-turn lane and a northbound left-turn lane are recommended.
5. The operational analyses referenced above clarify that the functional classification of SW 4th Street as a Major Collector should extend south of SW 18th Avenue to SW Island Road, in order to serve the site as well as other industrial lands that are currently within the existing UGB but outside the current City Limits. It is recommended that the Transportation System Plan (TSP) be amended to reflect this functional classification.

¹ The City of Ontario identifies its UGB as an “Urban Growth Area” (UGA). However, “UGB” is used in this study.

2e

PROJECT DESCRIPTION

INTRODUCTION

The City of Ontario is proposing an expansion of its Urban Growth Boundary (UGB) to include approximately 275 acres in the south central portion of Ontario. The UGB expansion area is also proposed for annexation into the City and designation as City Heavy Industrial (I2) zoned land.

The UGB expansion area is bordered by Alameda Drive to the west, agricultural land to the south, the Union Pacific Railroad (UPRR) to the east, and West Island Road to the north. It is adjacent to the acknowledged Ontario Urban Growth Area (URA) bordered on the southern side by Eastern Oregon Railroad Short Line and entirely within the acknowledged Ontario URA. The area includes 245 acres of tax-lot acres and 30 acres of right-of-way lands.

The primary purpose of this UGB expansion is to meet the identified need for a rail-dependent industrial site in order to attract industrial firms that could potentially locate in Ontario. Firms such as these have the capacity to become major employers and attracting such a firm would help the city reach its adopted employment and population projections. This report examines the traffic impacts of the expansion and future development of the UGB expansion area. The purpose of this report is to provide both a short-term and long-term analysis that addresses the operation of each of the study intersections in order to ensure safe and efficient performance.

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

LOCATION DESCRIPTION

Based on the location of the UGB expansion area, and the expected trip generation from eventual development in this area, the following intersections were selected for analysis of projected traffic impacts during the weekday evening peak traffic hours:

- Oregon Highway 201 at Railroad Avenue
- Oregon Highway 201 at SW 18th Avenue
- Oregon Highway 201 at SW 4th Avenue
- SW 18th Avenue at Alameda Drive
- SW 18th Avenue at SW 4th Street
- SW 18th Avenue at SE 2nd Street

Oregon Highway 201 is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is classified as an Urban Minor Arterial. It is generally a five-lane roadway, including a center two-way left-turn lane, with a posted speed limit of 55 mph adjacent to the UGB expansion area and 45 mph within Ontario city limits. Pedestrian facilities are not provided along the highway with the exception of a sidewalk on the east side between SW 4th Avenue and SW 6th Avenue. Curbs are installed intermittently along both sides of the roadway in the study area from SW 4th Avenue to SW

18th Avenue. No on-street parking is available and no bike lanes are denoted. However, 6-foot shoulders are provided on both sides of the street.

Railroad Avenue is a two-lane roadway classified as a Major Collector under the jurisdiction of Malheur County. It has a posted speed limit of 50 mph. It has no curbs, on-street parking, marked shoulders, or pedestrian facilities. It runs parallel to the Eastern Oregon Railroad Short Line through the full extent of the study area from Oregon Highway 201 to Alameda Drive. The Stewart Carter Ditch flows between Railroad Avenue and the railroad line for approximately a half mile east of Highway 201.

SW 18th Avenue is classified as a Minor Arterial by the City of Ontario and as a Rural Major Collector/Urban Collector by Malheur County. It is generally a two-lane roadway with a posted speed limit of 45 mph between the study intersections at Highway 201, Alameda Drive, and SW 4th Street. The facility is mostly unimproved; lacking curbs, sidewalks, and a marked shoulder until 0.25 mile east of SW 4th Street. After the intersection, curbs and sidewalks are installed on the north side of the roadway. The roadway is also widened to include a marked shoulder and/or bike lane to accommodate bicycles. No on-street parking is available.

SW 4th Avenue is under the jurisdiction of the City of Ontario and is classified as a Principle Arterial. It is generally a five-lane roadway west of Oregon Highway 201, including a center two-way left turn lane, with a posted speed limit of 35 mph. Curbs and sidewalks are present on both sides of the facility. On-street parking and bike lanes are not provided.

SW Alameda is primarily under the jurisdiction of the City of Ontario in the site vicinity and is classified as a Minor Collector. From SW 4th Avenue to Jakes Drive, it is a two-lane facility with a speed limit of 25 mph which reduces to 20 mph in places where it passes through school zones. South of Jakes Drive, the facility does not have on-street parking, curbs, pedestrian facilities, or a marked shoulder. Bicycle facilities are not provided.

SW 4th Street is under the jurisdiction of the City of Ontario and is classified as a Major Collector. It is generally a two-lane roadway with a statutory residential speed limit of 25 mph. Curbs are present on both sides of the roadway and sidewalks are provided on the east side of the street. Bike lanes are denoted on both sides of the facility. A 6-foot shoulder is marked on the west side of the roadway. No on-street parking is available.

SE 2nd Street is under the jurisdiction of the City of Ontario and is classified as a Major Collector. It is generally a two-lane roadway with a statutory residential speed limit of 25 mph. No curbs or sidewalks are present on either side of the street. On-street parking and bike lanes are not provided.

The intersection of Oregon Highway 201 and Railroad Avenue is a four-legged intersection that is controlled by STOP signs on the eastbound and westbound approaches. The eastbound and westbound approaches each consist of a shared lane for all movements. The northbound and southbound approaches consist of a shared through/right turn lane and a shared through/left turn lane. Near this intersection on the south side, Oregon Highway 201 crosses a UPRR line that runs parallel to Railroad Avenue. The railroad crossing is controlled by an automatic warning device that features alternating flashing red lights and crossing gates upon approach of a train.

2e

The intersection of Oregon Highway 201 and SW 18th Avenue is a four-legged intersection that is controlled by a traffic signal. The northbound and southbound approaches each consist of a dedicated right-turn lane, two through lanes, and a dedicated left-turn lane with protected phasing. The eastbound and westbound approaches each consists of a shared through/right lane and a dedicated left-turn lane on permissive phasing.

The intersection of Oregon Highway 201 and SW 4th Avenue is a four-legged intersection that is controlled by a traffic signal. The northbound and southbound approaches each consist of a shared through/right-turn lane, a through lane, and a dedicated left-turn lane with protected phasing. The westbound leg consists of a dedicated left-turn lane with protective phasing, a through lane, and a dedicated right-turn lane. The eastbound approach consists of a dedicated left-turn lane with protected phasing and a shared through/right turn lane.

The intersection of SW 18th Avenue at Alameda Drive is a three-legged intersection that is controlled by a STOP sign on the northbound approach. All approaches consist of a shared lane for all traffic movements.

The intersection of SW 18th Avenue at SW 4th Street is a four-legged intersection that is controlled by a STOP sign on the northbound and southbound approaches. The eastbound approach consists of a shared through/right lane and a dedicated left-turn lane. The westbound and southbound approaches each consists of a dedicated right-turn lane separated from a shared through/left lane by a bike lane. The northbound approach consists of a shared lane for all traffic movements.

The intersection of SW 18th Avenue at SE 2nd Street is a four-legged intersection that is controlled by a STOP sign on the northbound, southbound, and westbound approaches. The eastbound approach is free flowing and consists of a shared through/right lane and a dedicated left-turn lane. The southbound approach consists of a dedicated right-turn lane that is permitted without stopping and a shared through/left lane. The northbound and westbound approaches each consists of a shared lane for all traffic movements.

A vicinity map showing the UGB expansion area, the study area intersections, and the existing traffic control devices is shown in Figure 1 on page eight.

TRAFFIC COUNTS

Traffic counts were conducted by Lancaster Engineering for the intersections of Oregon Highway 201 at Railroad Avenue and SW 18th Avenue at Alameda Drive on October 15th and October 16th, 2013, from 4:30 PM to 5:30 PM for the evening peak hour.

Traffic counts for the intersections of SW 18th Avenue at SW 4th Street and SW 18th Avenue at SE 2nd Street were conducted by staff from the City of Ontario between December 11th and December 13th, 2012, from 4:00 PM to 6:00 PM for the evening peak hour.

For the remaining study intersections, historic traffic counts were used from both the *OR 201 Corridor Refinement Plan*, written by Kittelson & Associates, Inc. in October of 2004, as well as the City of Ontario's Transportation System Plan prepared in February of 2006.

2e

Traffic counts along Oregon Highway 201 were seasonally adjusted as per ODOT's Analysis Procedures manual. Following information found in the *OR 201 Corridor Refinement Plan*, a seasonal adjustment factor of 1.297 was applied to counts based on information from Automatic Traffic Recorder (ATR) 23-006, located 0.26 mile west of OR 201.

Traffic counts that were collected in previous years were updated to reflect current conditions by applying a growth rate of 1.8% consistent with that from the *OR 201 Corridor Refinement Plan*. Counts collected in previous years were balanced with the most recently collected traffic volumes at SW 18th Avenue at Alameda Drive and Oregon Highway 201 at Railroad Avenue.

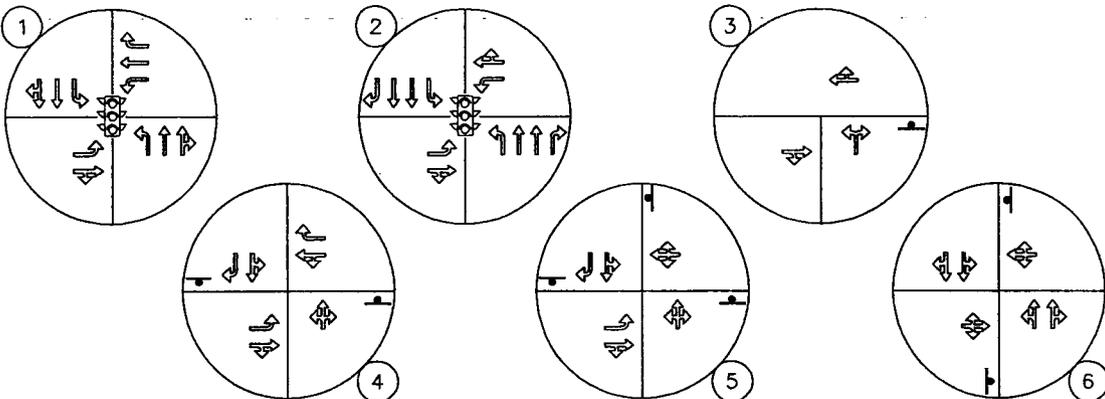
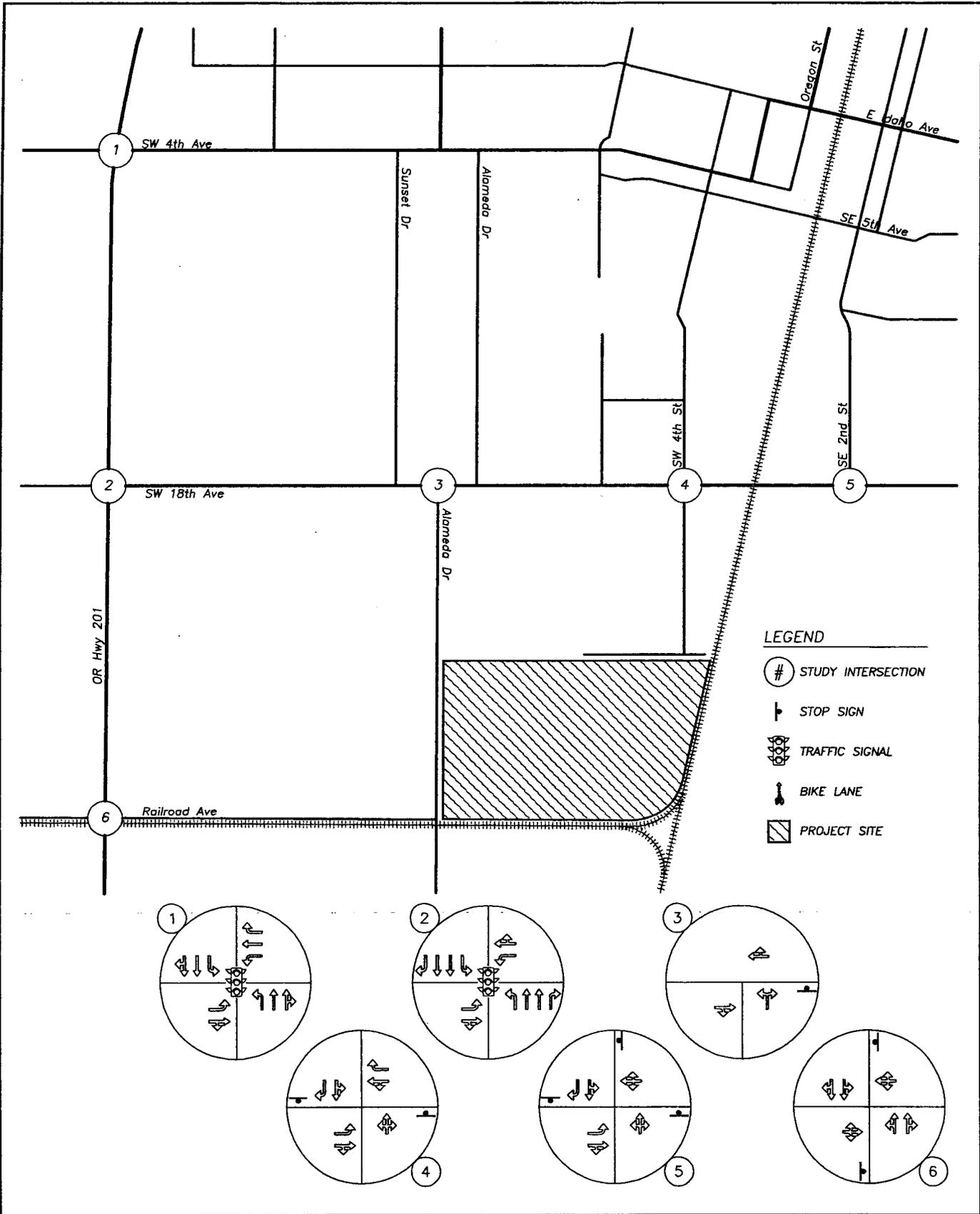
Figure 2 on page nine shows the existing traffic volumes for the evening peak hour at the study area intersections.

ANALYSIS SCENARIOS

The primary purpose of this Traffic Impact Study is to address the long-term ability of the transportation system to accommodate increased traffic generated by eventual development on the UGB expansion area and annexation into the City of Ontario. However, near-term analysis scenarios are also included to show the expected incremental development on the UGB expansion area and how the transportation system can accommodate the additional traffic.

As stated previously, the intent of the subject land-use actions are to attract and facilitate the construction of an industrial rail-dependent employment center in the City of Ontario. As such, the scenarios in this study focus primarily on the incremental development of an industrial employment center. For the purposes of adequately addressing the Transportation Planning Rule (TPR) and other transportation planning goals and policies, the proposed development is considered to be the reasonable worst-case development scenario. The following scenarios are examined in detail through the remainder of this report:

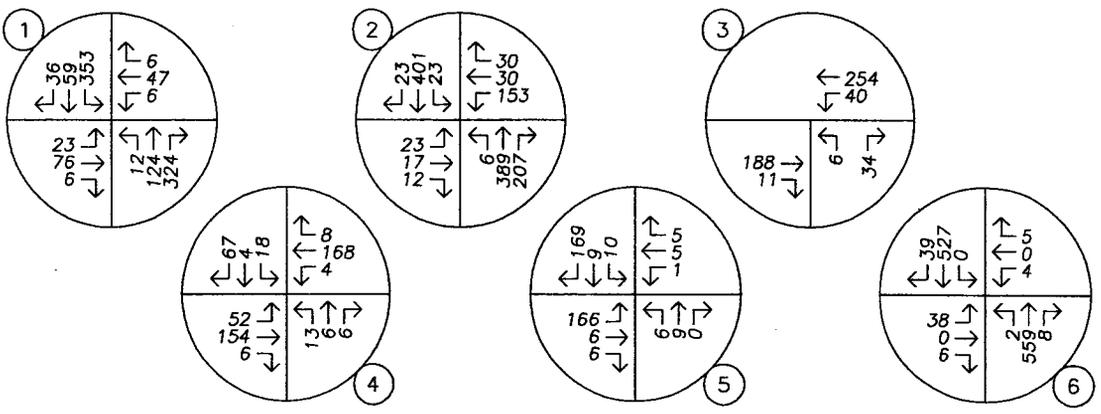
- **Existing Conditions:** Current and prior traffic volumes adjusted to current conditions. This establishes a baseline for comparison of subsequent scenarios
- **Phase I, Year 2019:** Assumes construction of the first phase of a manufacturing facility, consisting of a 175-employee manufacturing facility with a single manufacturing line. Anticipated to generate approximately 350 trucks per week. Car and truck access is taken only from SW 4th Street. Truck traffic will predominantly turn west at the junction with SW 18th Avenue to access Oregon Highway 201, although it is possible that some truck traffic could turn east and utilize SE 2nd Street to travel north.
- **Phase II, Year 2030:** Assumes the facility has doubled in size to include a second manufacturing line. The facility will employ a total of approximately 350 employees and generate a total of approximately 700 trucks per week. It is also assumed that two new access points to the site will be added from Alameda Drive and Railroad Avenue to accommodate passenger vehicle traffic only. Trucks will continue to use SW 18th Avenue and SW 4th Street.



VICINITY MAP



FIGURE 1
PAGE 8



TRAFFIC VOLUMES
Existing Conditions
PM Peak Hour



FIGURE
2
PAGE
9

2e

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by eventual development on the UGB expansion area following annexation, trip rates from *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used for this analysis are from land use code 120, *General Heavy Industrial*. The trip generation is based on the acreage of the facility and was calculated for 245 acres of land.

The land proposed to be brought into the City of Ontario's UGB and annexed into the city limits is planned for development as a rail-dependent industrial facility along with transportation and access facilities to support it. Trip rates from the ITE manual encompass *all* trips generated by the site, including employees, deliveries, visitors, truck trips, and any other activities on the site. In this case, the expected user will be rail dependent, making use of both the adjacent railroad and truck freight for the movement of goods. Information supplied by the City of Ontario indicates an expectation of 700 trucks per week to and from the site at build out. These truck trips are included in the overall trip generation calculations explained here.

To examine impacts from development of the UGB expansion area over time, two phases of development were examined in this report. Phase I will consist of the development of one-half of the total UGB expansion area as General Heavy Industrial land use, completed by 2019. Phase II will account for the full build out of the expansion area.

A summary of the trip generation calculations based on the general development plan is shown in the following table. Detailed trip generation calculations are included in the appendix to this report.

TRIP GENERATION SUMMARY									
	ITE		AM Peak Hour			PM Peak Hour			Weekday
	Code	Size	In	Out	Total	In	Out	Total	Total
Phase I									
General Heavy Industrial	120	123 Acres	202	41	243	58	207	265	827
Phase II									
General Heavy Industrial	120	122 Acres	201	41	242	58	206	264	827
Total		245 Acres	403	82	485	116	413	529	1,654

Le

TRIP DISTRIBUTION

Truck Routes

As identified in the *OR 201 Corridor Refinement Plan*, the intersection of Railroad Avenue at Highway 201 experiences a disproportionately high number of crashes. The Corridor Plan identifies a number of potential scenarios that would mitigate the safety deficiency. These options include:

- Closure of the intersection with a new connection to Highway 201 at Cairo Junction to the south;
- Restriction of left turns at the existing intersection location;
- Realignment of Railroad Avenue to be north to increase the separation between the intersection and the rail crossing.

However, there is no specific improvement identified or funded at this time. For this reason, all truck trips to and from the site are planned to be routed to SW 18th Avenue. In addition, the close proximity of the at-grade rail crossing to the existing intersection of Railroad Avenue and Highway 201 would make any intersection improvements difficult. If truck trips were added to the intersection, mitigation such as a southbound left-turn lane would likely be required, but the location of the crossing gates would require a major intersection and crossing upgrade in its current location. Such a project would be rather costly, but also inconsistent with the *OR 201 Corridor Plan*.

The site is bounded on the west by Alameda Drive. It is expected that in the later phases of development, access to Alameda Drive will be available. However, there are a number of single-family homes along Alameda Drive between the site and SW 18th Avenue. To avoid significant impacts to this residential area from truck trips, all truck traffic to and from the site will be routed to SW 18th Avenue via SW 4th Street.

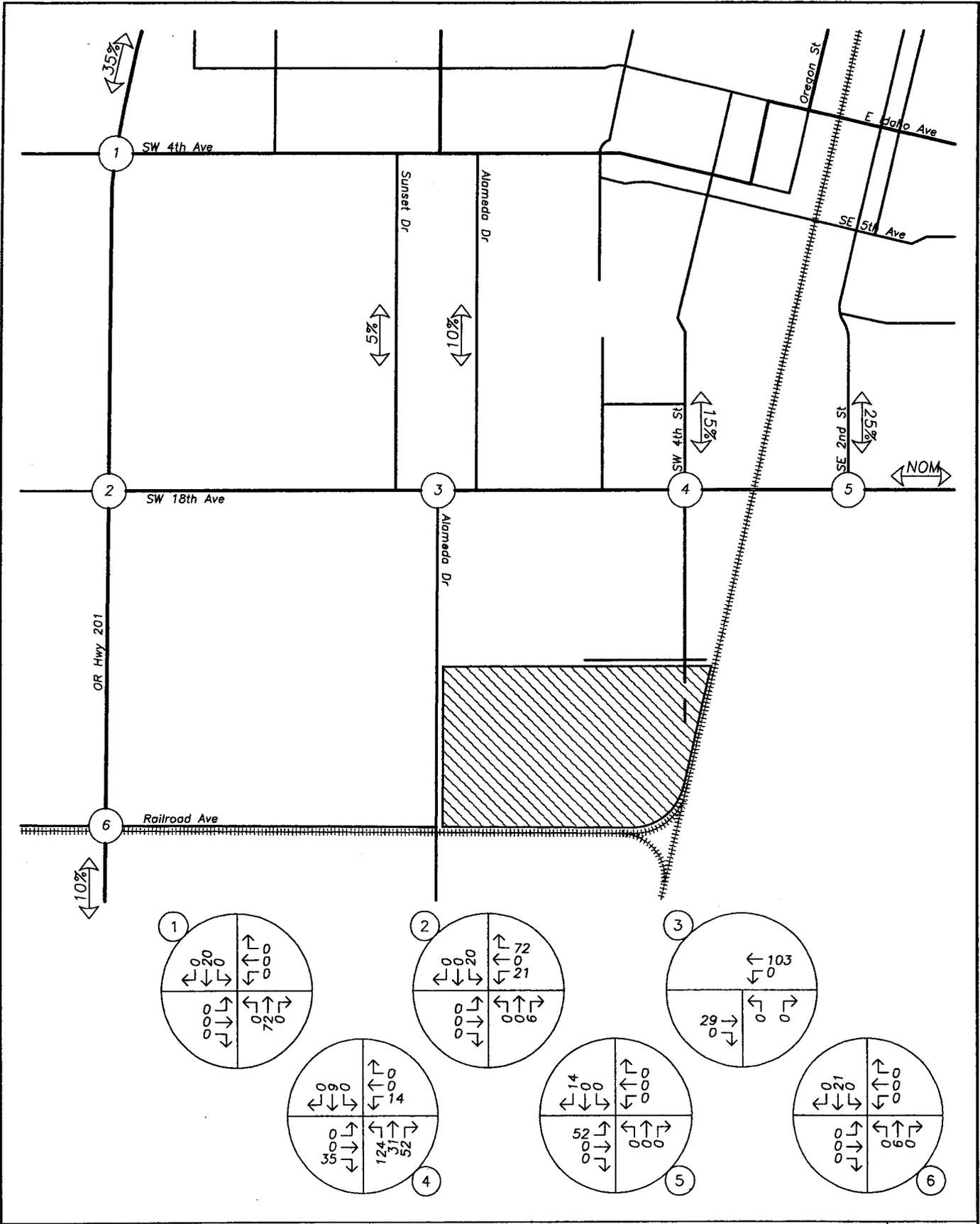
If the Railroad Avenue at Highway 201 intersection is mitigated in the future, it is possible that this could be a direct and convenient route for traffic, including trucks, to and from the site. However, this analysis makes the worst-case assumption that all trucks will utilize SW 18th Avenue.

General Distribution

It is expected that the majority of traffic accessing the site will be originating and terminating from the west direction of Oregon Highway 201. For the initial phase of development, passenger vehicles and delivery trucks are expected to arrive at the site using SW 18th Avenue and SW 4th Street. At the complete build-out of Phase II, it is expected that additional accesses be constructed from Alameda Drive and Railroad Avenue, however they are only anticipated to be used for passenger vehicle access. Truck access will continue to be from SW 4th Street.

It is projected that the majority percentage of vehicles (35%) are arriving and departing towards the north on Oregon Highway 201. A significant percentage is also projected to arrive from within the city of Ontario by using SE 2nd Street (25%), SW 4th Street (15%), Alameda Drive (10%), or Sunset Drive (5%). A minor amount of traffic (10%) is projected to arrive and depart from south of the subject property.

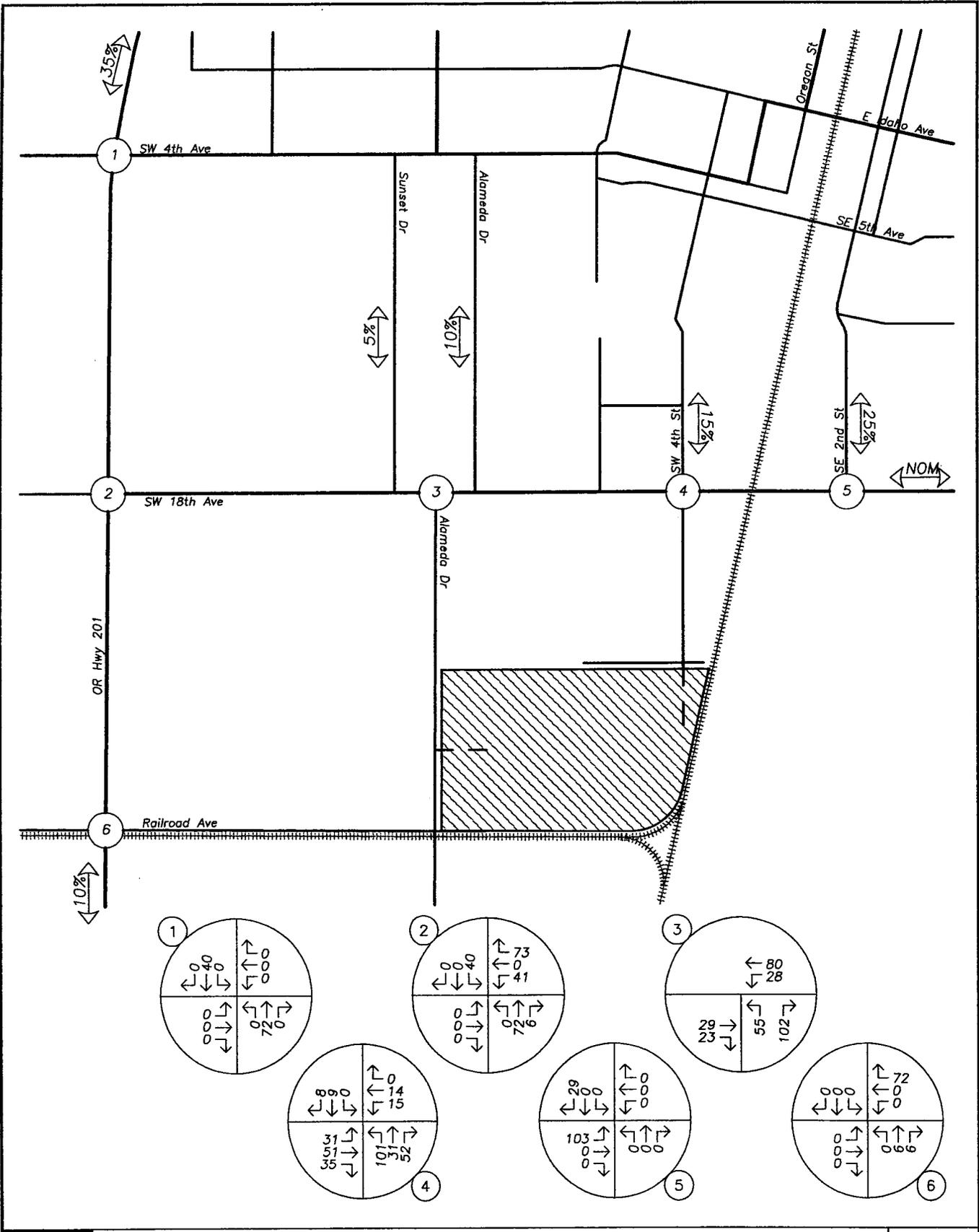
The trip assignment for each of the development scenarios in the evening peak hour is shown in Figures 3 and 4 on pages 12 and 13, respectively.



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan - Year 2019
 PM Peak Hour



FIGURE 3
PAGE 12



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Year 2030
 PM Peak Hour



FIGURE 4
PAGE 13

2e

OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

To provide analysis of the impact of the proposed development on the existing transportation facilities at the time of opening and at the planning horizon, an estimation of future traffic volumes is required. In order to calculate the future traffic volumes, a growth rate was applied to existing traffic volumes and trips from specific anticipated development (in-process trips) were added.

In-Process Trips

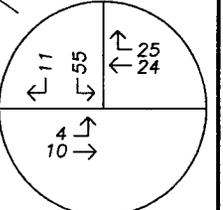
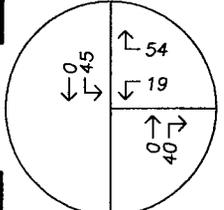
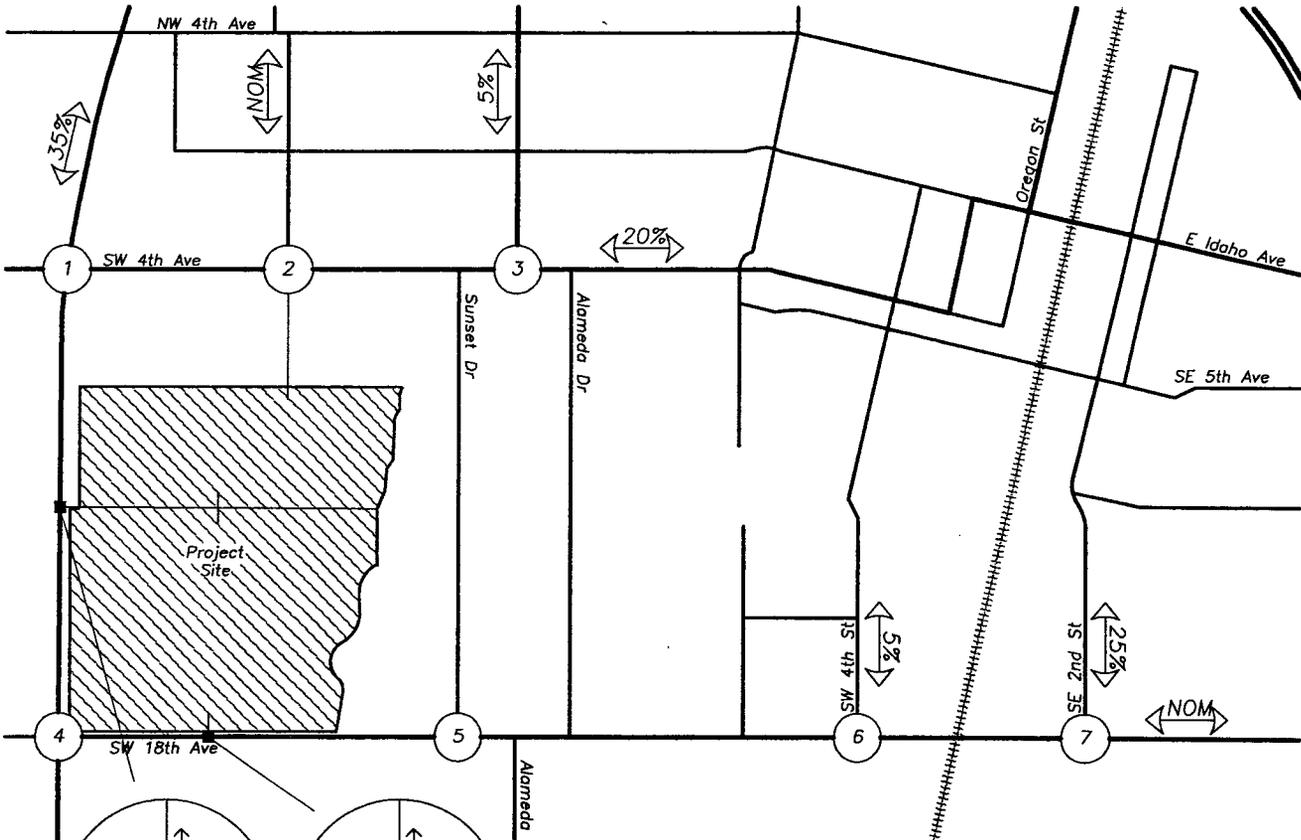
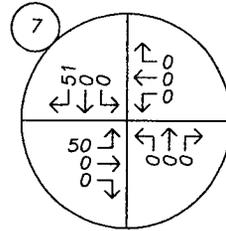
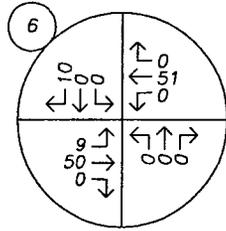
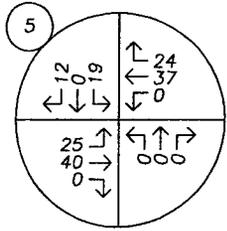
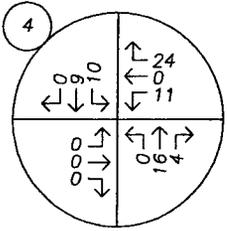
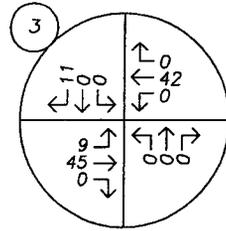
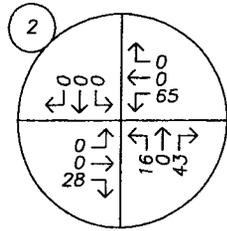
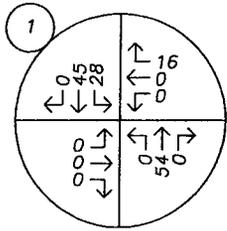
In 2013, approximately 308 acres between Oregon Highway 201 and Sunset Drive north of SW 18th Avenue were approved for annexation into the City of Ontario. This site is currently being promoted for development as a data center, although no specific user has been secured. Lancaster Engineering conducted the Traffic Impact Study for this application in 2012 and 2013. As explained in that prior TIS, if a data center user is not secured, the site could be developed with a more traffic-intensive use. The worst-case development was identified as a 1,300,000 square foot distribution center and 284 single-family dwelling units. For the purpose of this analysis, trips from the worst-case development scenario on the data center site were included in the year 2030 background traffic volumes.

The trips associated with the in-process development are shown in Figure 5 on page 15.

Growth Rates

Linear growth rates of 1.9% and 1.8% were observed in the *Or 201 Corridor Refinement Plan* and a growth rate of 1.6% was observed in the City of Ontario's Transportation System Plan (2006). This study utilizes solely the 1.8% growth rate from the *OR 201 Corridor Refinement Plan* for estimating growth in traffic counts at each study intersection.

The growth rate was applied to the current year traffic volumes over a period of 6 years to determine the year 2019 traffic conditions (when Phase I is to be completed) and a period of 17 years to determine the year 2030 traffic conditions (when Phase I and Phase II are to be completed and occupied). These volumes are shown in Figure 6 on page 16 and Figure 7 on page 17. Figure 8 on page 18 and Figure 9 on page 19 show the background traffic with the addition of trips from expected Phases I and II development, respectively.



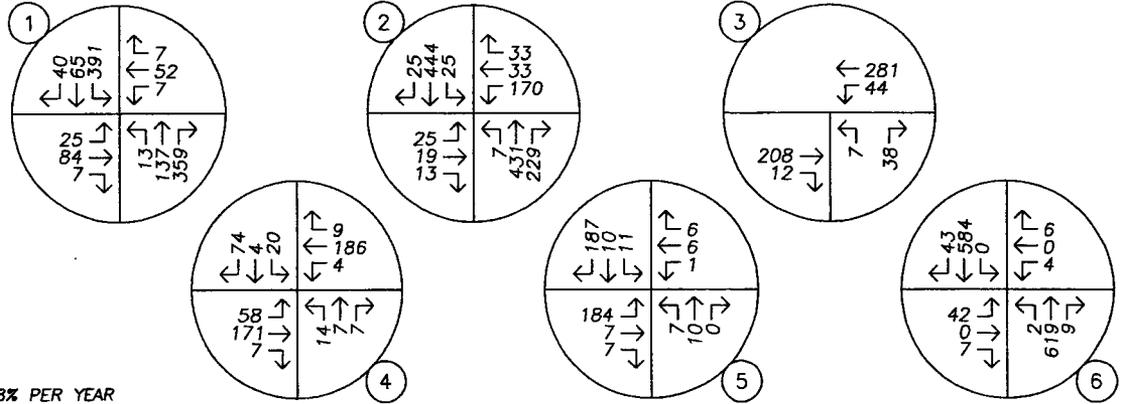
Net Total Increase			
LUC	IN	OUT	TOTAL
152	48	108	156
210	169	100	269
INTERNAL REDUCTION	-10	-10	-20
TOTAL	207	198	405

16

SITE TRIP DISTRIBUTION & ASSIGNMENT (IN-PROCESS)
 Worst Case - 284 SFD plus 1,296 ksf Distribution Center
 PM Peak Hour



FIGURE 5
PAGE 15



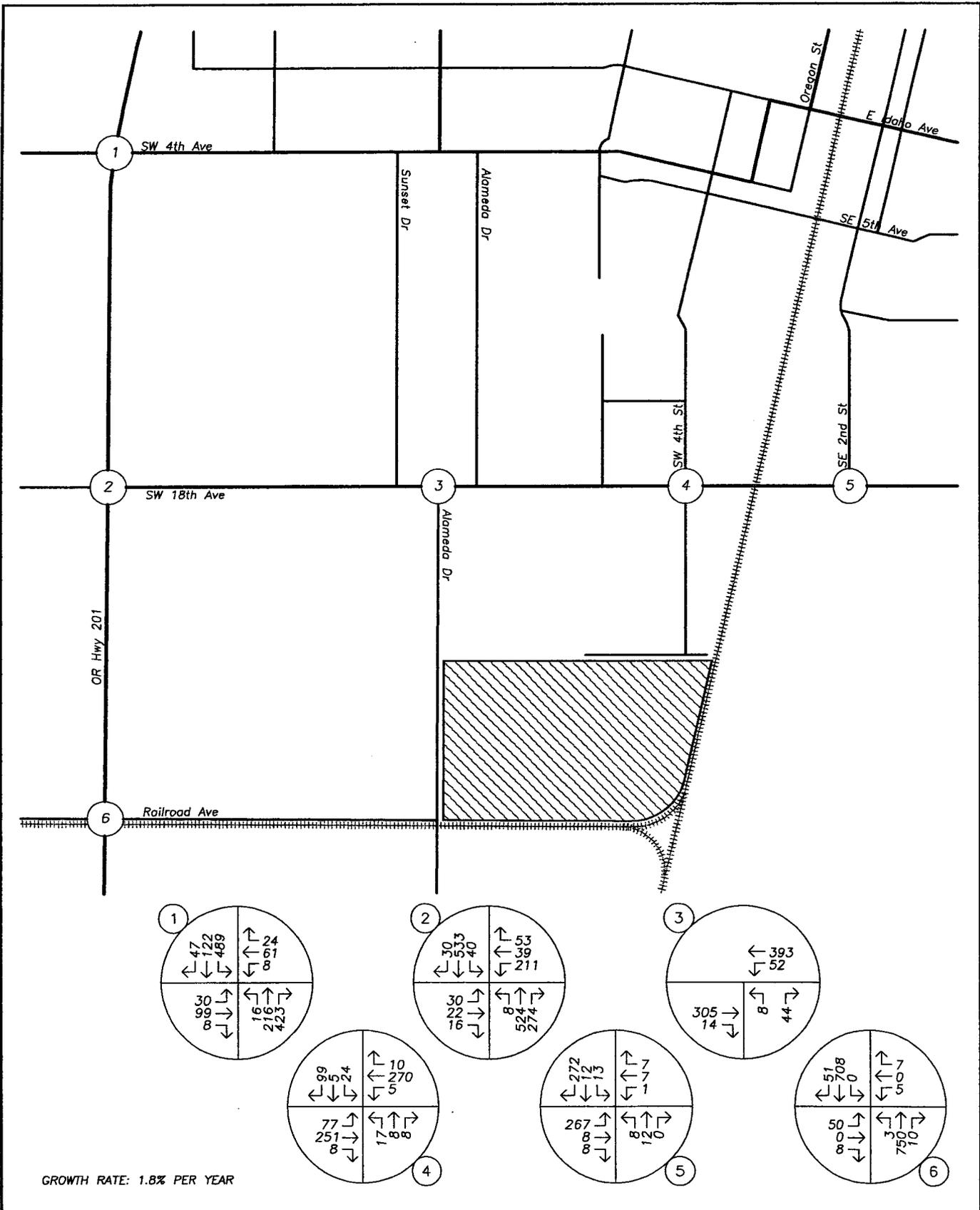
GROWTH RATE: 1.8% PER YEAR



TRAFFIC VOLUMES
 Year 2019 Background Conditions
 PM Peak Hour

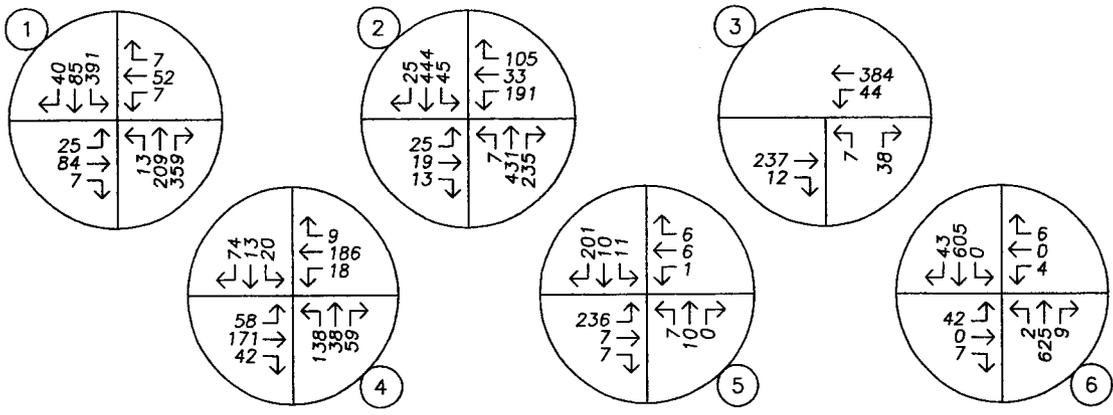


FIGURE
 6
PAGE
 16



TRAFFIC VOLUMES
Year 2030 Background Conditions
PM Peak Hour

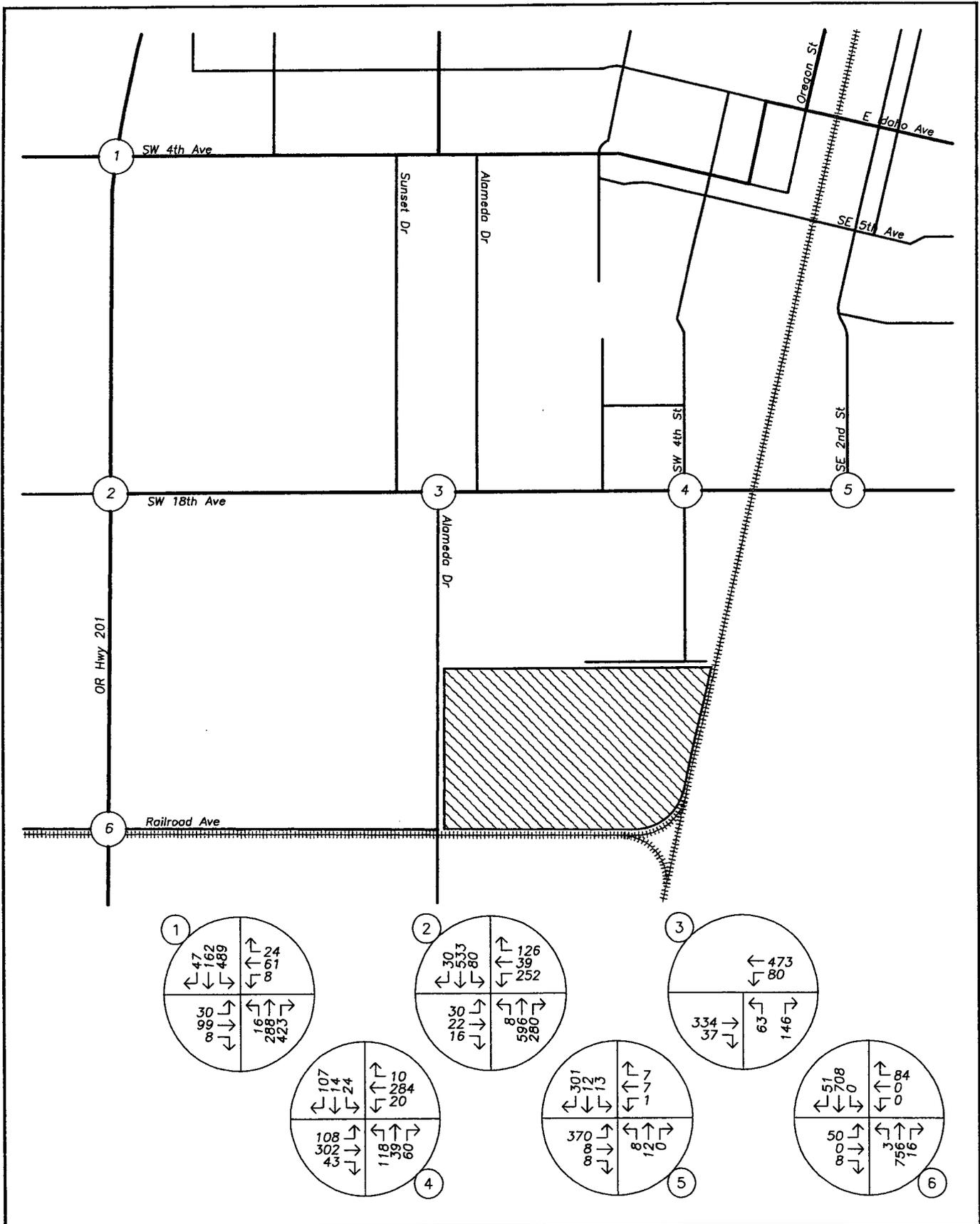




TRAFFIC VOLUMES
 Year 2019 Background Plus Site Conditions
 PM Peak Hour



FIGURE
 8
PAGE
 18



TRAFFIC VOLUMES
 Year 2030 Background Plus Site Conditions
 PM Peak Hour



FIGURE
 9
PAGE
 19

2e

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The level of service of an intersection can range from A, which indicates very little or no delay experienced by vehicles, to F, which indicates a high degree of congestion and delay. According to the City of Ontario's Transportation System Plan, a level of service of D or better is acceptable for signalized intersections and a level of service E or better is acceptable for unsignalized intersections.

The intersections along Oregon Highway 201 are under ODOT jurisdiction. ODOT standards are based on a volume-to-capacity (v/c) ratio rather than the level of service. The v/c compares the actual (or demand) traffic volumes to the potential capacity to determine the available capacity of the intersection. The v/c ratio is expressed as the percentage of the capacity that is utilized during the analysis period. According to the *1999 Oregon Highway Plan*, all signalized intersection along OR 201 should operate at 0.70 or better within the vicinity of the UGB expansion area.

The study area intersections were analyzed using the signalized and unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL*, published by the Transportation Research Board. The analysis was made for the evening peak hour for the following scenarios:

- Existing conditions
- Year 2019 background traffic conditions (no build)
- Year 2019 background plus Phase I
- Year 2030 background plus Phase II

ODOT Intersections

Oregon Highway 201 at SW 4th Avenue currently operates at a v/c ratio of 0.48 in the evening peak hour. The intersection v/c ratio is expected to increase to 0.53 over the period of six years and reach 0.67 by the year 2030 without the UGB expansion. With the added trips from Phase I of the development, the v/c ratio in 2019 is expected to reach 0.56 in the PM peak hour. With the completion of Phase II, the v/c ratio in 2030 is expected to reach 0.70 in the PM peak hour.

Oregon Highway 201 at SW 18th Avenue currently operates at a v/c ratio of 0.32 during the evening peak hour. The intersection is projected to reach a v/c ratio of 0.36 over the period of six years and reach 0.58 by the year 2030 without the UGB expansion. If the city expands its urban growth boundary and development occurs, the intersection is projected to reach a v/c ratio of 0.44 by year 2019 and a v/c ratio of 0.58 by the year 2030.

Oregon Highway 201 at Railroad Avenue presently operates at a v/c ratio of 0.21 in the evening peak hour. The intersection v/c ratio is expected to increase to 0.27 by 2019 with the UGB expansion. If the expansion and development occurs, the intersection's v/c ratio is projected to reach 0.28 under year 2019 traffic conditions.

Oregon Highway 201 at Railroad has been discussed to possibly be re-aligned and restricted to right-in/right-out only in the future for safety reasons. To account for this possibility, it was assumed that

1e

under year 2030 traffic conditions that both east and westbound directions be restricted to right-in/right-out only. Under this scenario, the intersection operates at a v/c ratio of 0.26 regardless of the additional trips from the proposed UGB expansion.

City of Ontario Intersections

SW 18th Avenue at Alameda Drive presently operates at a level of service B in the PM peak hour. This is expected to remain unchanged throughout year 2019 even with the increase of trips from Phase I of the development. Under year 2030 traffic conditions, the intersection is projected to operate at level of service B during the evening peak hour. With the completion of Phase II of the proposed industrial development, the intersection is projected to operate at level of service C during the evening peak hour.

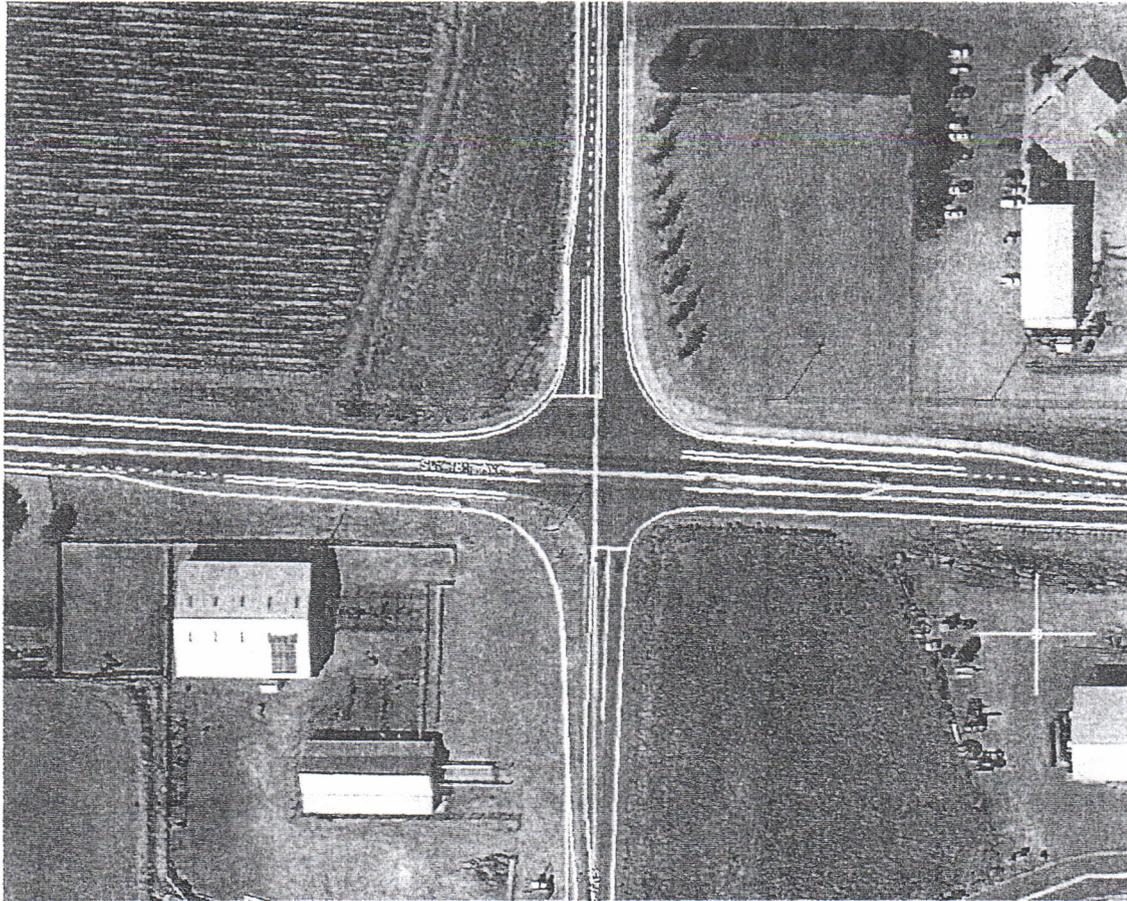
SW 18th Avenue at SW 4th Street currently operates at a level of service B in the PM peak hour. The intersection is projected to continue operating at level of service B during the evening peak hour throughout the planning horizon without the UGB expansion. With the annexation of the property and subsequent development, the intersection is projected to operate at level of service D through the year 2019 (completion of Phase I) and at level of service E through the year 2030 (full build-out of Phase II). This level of service can be attained, even with the existing intersection configuration.

However, with the significant increases in traffic on SW 4th Street between the site and SW 18th Avenue, the following intersection mitigations are recommended to ensure smooth and efficient traffic flow and also to provide sufficient turning radii for trucks:

- Construct an eastbound right-turn lane on SW 18th Avenue. The design should generally be consistent with the westbound right-turn lane that already exists at the intersection. The ultimate design should include provision for the eastbound bike lane.
- Widen SW 4th Street to provide a northbound left-turn lane.
- Construct an appropriate turning radius in the southwest corner of the intersection to accommodate eastbound right turning trucks. In general, the radius should be similar to that already in place in the northwest and northeast quadrants of the intersection.
- The additional turn lanes and wide radii result in a large intersection, particularly with respect to safe pedestrian crossings. With predominantly industrial and agricultural uses south of SW 18th Avenue, pedestrian volumes are expected to be low. However Treasure Valley Community College is located a short distance to the north and is a significant generator of pedestrian trips. When the intersection improvements are designed, provisions should be made for a safe pedestrian crossing.

The following schematic shows the general configuration of the intersection with the recommended improvements in place. Note that this is a planning-level sketch intended to represent the recommended turn lanes and large turn radii.

2c



Conceptual Sketch of Proposed Configuration: SW 18th Avenue at SW 4th Street

SW 18th Avenue at SE 2nd Street currently operates at a level of service B in the PM peak hour. This is expected to remain the same through 2019 even with trips from the proposed UGB expansion area is developed. The level of service is projected to reach C during the evening peak hour under 2030 traffic conditions, regardless of the completion of Phase II of the proposed development.

The results of the capacity analysis, along with the levels of service, delay, and v/c ratios are shown in the following table. Detailed calculations, as well as tables showing the relationships between delay and level of service are included in the appendix to this report.

2e

CAPACITY ANALYSIS SUMMARY								
<i>ODOT Intersections</i>				<i>City of Ontario Intersections</i>				
	PM				PM			
	LOS	Delay (s)	v / c		LOS	Delay (s)	v / c	
<i>SW 4th Ave at OR 201</i>				<i>SW 18th Ave at Alameda Dr</i>				
Existing	C	32	0.48	Existing	B	10	0.12	
2019 Background	C	35	0.53	2019 Background	B	10	0.14	
2019 Background + Site	C	35	0.56	2019 Background + Site	B	11	0.15	
2030 Background	C	35	0.67	2030 Background	B	12	0.20	
2030 Background + Site	C	35	0.70	2030 Background + Site	C	22	0.51	
<i>SW 18th Ave at OR 201</i>				<i>SW 18th Ave at SW 4th St</i>				
Existing	B	12	0.32	Existing	B	13	0.10	
2019 Background	B	12	0.36	2019 Background	B	14	0.11	
2019 Background + Site	B	14	0.44	2019 Background + Site	D	27	0.62	
2030 Background	B	15	0.50	2030 Background	B	13	0.16	
2030 Background + Site	B	18	0.58	2030 Background + Site	E	37	0.70	
				2030 BG + Site Mitigated ²	C	23	0.51	
<i>Railroad Ave at OR 201</i>				<i>SW 18th Ave at SE 2nd St</i>				
Existing	C	25	0.21	Existing	B	12	0.11	
2019 Background	D	30	0.27	2019 Background	B	13	0.12	
2019 Background + Site	D	31	0.28	2019 Background + Site	B	14	0.15	
2030 Background ¹	B	12	0.26	2030 Background	C	16	0.18	
2030 Background + Site ¹	B	12	0.26	2030 Background + Site	C	18	0.23	

¹ Assumed to be converted to right-in/right-out only.

² With a NB left-turn lane and EB right-turn lane

Based on the detailed capacity analysis and as shown in the table above, each of the study intersections operates well within ODOT's and the City of Ontario's performance standards through the year 2030, regardless of the additional trips projected to be added to the system from the industrial development. Accordingly, no mitigation is recommended, with the exception of the identified turn lanes at the intersection of SW 18th Avenue and SW 4th Street.

2e

SAFETY ANALYSIS

CRASH DATA ANALYSIS

Using data obtained from ODOT's Crash Data System, a review was performed using the most recent available five years of crash data (2008-2012) at available study intersections. Crash rates were calculated under the common assumption that traffic counted during the PM peak period represents 10% of the annual average daily traffic (AADT) at the intersection. Crash rates greater than 1.0 per million entering vehicles (MEV) are generally indicative of a need for further investigation and possible mitigation.

The intersection of Oregon Highway 201 and SW 4th Avenue had 5 reported crashes in the previous five years (crash rate of 0.26). Two crashes were rear-end collisions, two crashes were turning movement type crashes, and one crash was a non-collision. One of these collisions resulted in property damage only (*PDO*), two crashes resulted in a possible injury or complaint of pain (*Injury-C*), and two crashes resulted in non-incapacitating injuries (*Injury-B*).

The intersection of Oregon Highway 201 at SW 18th Avenue had 3 reported crashes in the previous five years (crash rate of 0.13). One crash involved a collision with a fixed object, one crash was a rear-end collision, and one crash was a turning-type collision. Two of these crashes resulted in property damage only while the third resulted in a non-incapacitating injury.

The intersection of Oregon Highway 201 at Railroad Avenue had 6 reported crashes in the previous five years (crash rate of 0.27). Two of these crashes were rear-end type collisions and four were turning or angle-type crashes. Two crashes resulted in property damage only, three crashes resulted in possible injuries or complaint of pain, and one crash resulted in a non-incapacitating injury.

Detailed information about crashes and crash reports for the study intersections are included in the appendix to this report.

26

FINDINGS & AMENDMENTS TO ADOPTED PLANS

TRANSPORTATION PLANNING RULE

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

As shown in this Traffic Impact Study, the transportation system is capable of accommodating development under the proposed UGB expansion and annexation. A minor amendment is proposed to both the TSP as explained in the following sections.

Below in *italics* is an excerpt from the language of the TPR that considers whether a plan amendment “significantly affects” the transportation system. Responses to each section are inserted in **bold type**. As explained following the TPR excerpt, the proposed UGB expansion and annexation does not “significantly affect” the transportation system.

660-012-0060 Plan and Land Use Regulation Amendments

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

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response:

The TSP amendment explained in the following sections are simply to extend the appropriate functional classification for SW 4th Street south of SW 18th Avenue. The analysis in this report clarifies that the Major Collector functional classification north of SW 18th Avenue should be extended south to SW Island Road to serve the site as well as other industrial properties that already inside the UGB. This functional classification is consistent with the adjacent section of SW 4th Avenue, which is already inside the City Limits.

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

2e

Response:

No changes are proposed to any standards implementing the functional classification system.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response:

No traffic volumes or access will be inconsistent with the function classifications of the surrounding and impacted roadways. As shown in the capacity and level of service analysis summary, no intersections will degrade such that applicable performance standards are not met. Similarly, none of the intersections or street segments in the project study area are projected to not meet performance standards by the end of the planning horizon.

As demonstrated in this report and highlighted in the above responses, the proposed plan amendment does not “significantly affect” the transportation system. The TPR is satisfied.

TRANSPORTATION SYSTEM PLAN AMENDMENTS

The portion of SW 4th Street that is south of SW 18th Avenue and north of SW Island Road will serve the proposed UGB expansion area as well as developable properties between the railroad tracks and SW 4th Street that are currently within the existing UGB. Based on the analysis in this report, it is recommended that a functional classification of Major Collector be extended south from SW 18th Avenue. This would require an amendments to the TSP in two locations as follows:

Street Segment	Classification	Location
SW 4 th St between SW 18 th Ave and SW Island Rd	Major Collector	Figure 3-1b
SW 4 th St between SW 18 th Ave and SW Island Rd	Major Collector	Figure 7-1b

1e

APPENDIX

1e

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

Le

*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50



Speed Zone Order

Date **March 22, 2005**

Order No. **J7621**

Jurisdiction(s)

Malheur Co. (OTC)

Ontario

Whereas, the Oregon Department of Transportation, has been requested to perform an investigation pursuant to the provisions of ORS 810.180, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway, or highway under the jurisdiction of a federal agency described below (highway means public way); and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission; and

Whereas, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Management Section of the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name SW 4th Avenue \ SW 2nd Street \ W Idaho Avenue \ Oregon Street

LOCATION OF TERMINI

From	MP	To	MP	Designated Speed (Miles Per Hour)
<i>On SW 4th Avenue</i>				
Olds Ferry-Ontario Hwy (OR 201)		25 feet east of SW 13th Street		35 ²
25 feet east of SW 13th Street		SW 2nd Street		30 ²
<i>ON SW 2nd Street</i>				
SW 4th Avenue		W Idaho Avenue		20 ²
<i>On W Idaho Avenue</i>				
SW 2nd Street		Oregon Street		20 ²
<i>On Oregon Street</i>				
W Idaho Avenue		50 feet south of NW 2nd Street		20 ²
50 feet south of NW 2nd Street		50 feet north of NW 1st Street		30 ²
50 feet north of NW 1st Street		0.5 mile north of Fortner Street		45 ²
0.50 mile north of Fortner Street		0.57 mile north of Fortner Street		45 ³

¹ Except that in the following section(s), the designated speed shall be 20 mph as per provisions of ORS 811.111 Subsection 1(e) and ORS 810.200;

² City of Ontario - Transferred to City per Jurisdictional Transfer No. 697

³ OTC

This rescinds SZRP Order 736D of 10/30/1991

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 4(c) and/or Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

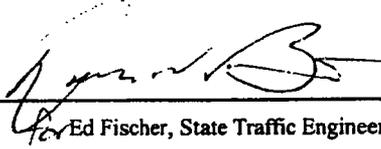
Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Speed Zone Order

Date March 22, 2005

Order No. J7621

Be it further ordered that the Traffic Engineer of the Oregon Department of Transportation is hereby delegated the authority to sign this order for and on behalf of the Department.



Ed Fischer, State Traffic Engineer

SW 18th Avenue and Sunset

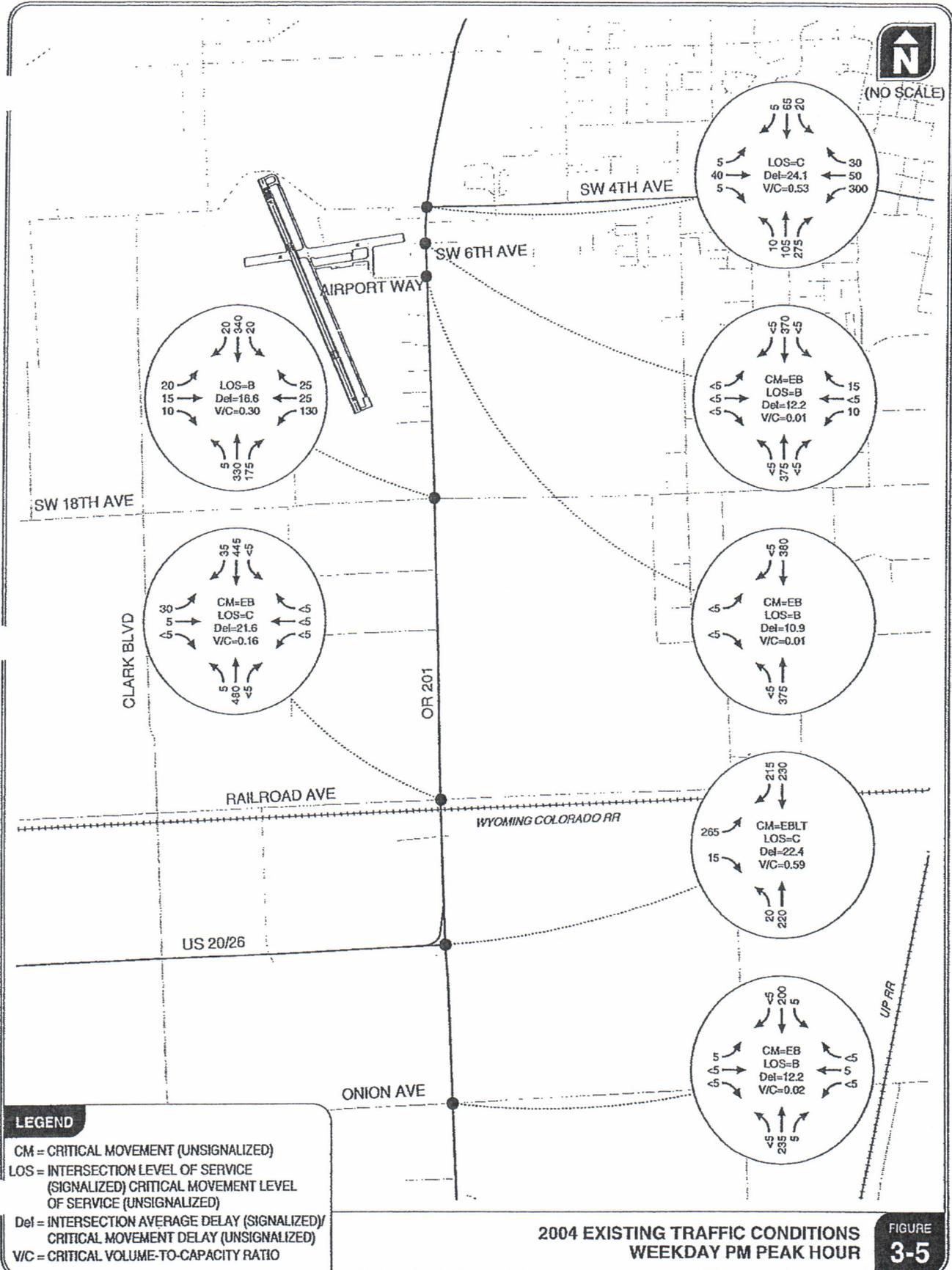
12/11/12 TIME	Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike								
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	SB	L	R	SB	L	R	WB	L	R	WB	L	R	WB	L	R	WB	L	R
7:00	0	2	0	0	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	0	0	11	3	1	0	1	0	1	0	0	1	0	0
7:15	1	2	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	19	0	1	1	0	0	0	0	0	0	0	0
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	23	0	5	1	0	0	0	0	0	0	0	0
7:45	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	1	0	0	0	0	20	0	6	1	0	1	0	0	0	0	0	0
8:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5	0	1	0	0	0	16	0	4	2	0	0	0	0	0	0	0	0	
8:15	0	0	2	1	0	0	0	3	1	1	0	0	0	2	4	0	0	0	0	0	38	0	0	1	0	1	0	0	0	0	0	0	
8:30	2	0	3	0	0	0	3	1	0	0	0	0	0	4	4	0	2	0	0	0	24	0	6	2	0	0	0	0	0	0	0	0	
8:45	1	1	1	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	20	1	5	0	0	1	0	0	0	0	0	0	
16:00	4	0	0	0	0	0	4	0	0	0	0	0	2	3	12	0	0	0	1	0	36	1	5	3	1	5	0	0	0	0	0	0	0
16:15	1	0	4	0	0	0	3	0	0	0	0	0	2	6	5	0	0	0	0	0	46	2	6	1	0	0	0	0	0	0	0	0	
16:30	1	0	2	0	0	0	2	0	0	0	0	0	2	2	12	0	0	0	0	0	39	0	3	1	0	0	0	0	0	0	0	0	
16:45	1	0	1	0	0	0	1	1	0	0	0	0	2	9	8	0	0	0	0	0	33	1	4	2	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	2	0	0	0	0	0	1	2	4	0	0	0	0	0	59	1	6	4	0	0	0	0	0	0	0	0	
17:15	0	0	1	0	0	0	1	0	0	0	0	0	1	6	10	0	0	0	0	0	35	3	2	0	0	0	0	0	0	0	0	0	
17:30	0	0	1	0	0	0	3	2	0	1	0	0	1	8	8	0	0	0	0	0	31	2	1	3	0	0	0	0	0	0	0	0	
17:45	1	1	1	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	30	2	1	2	0	0	0	0	0	0	0	1	
	14	6	17	1	0	0	26	5	1	1	0	0	13	58	89	0	1	4	1	0	480	16	56	24	2	8	1	0	1	0	0	1	
	38			610			165			1			586			2																	
	Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike								
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	SB	L	R	SB	L	R	WB	L	R	WB	L	R	WB	L	R	WB	L	R

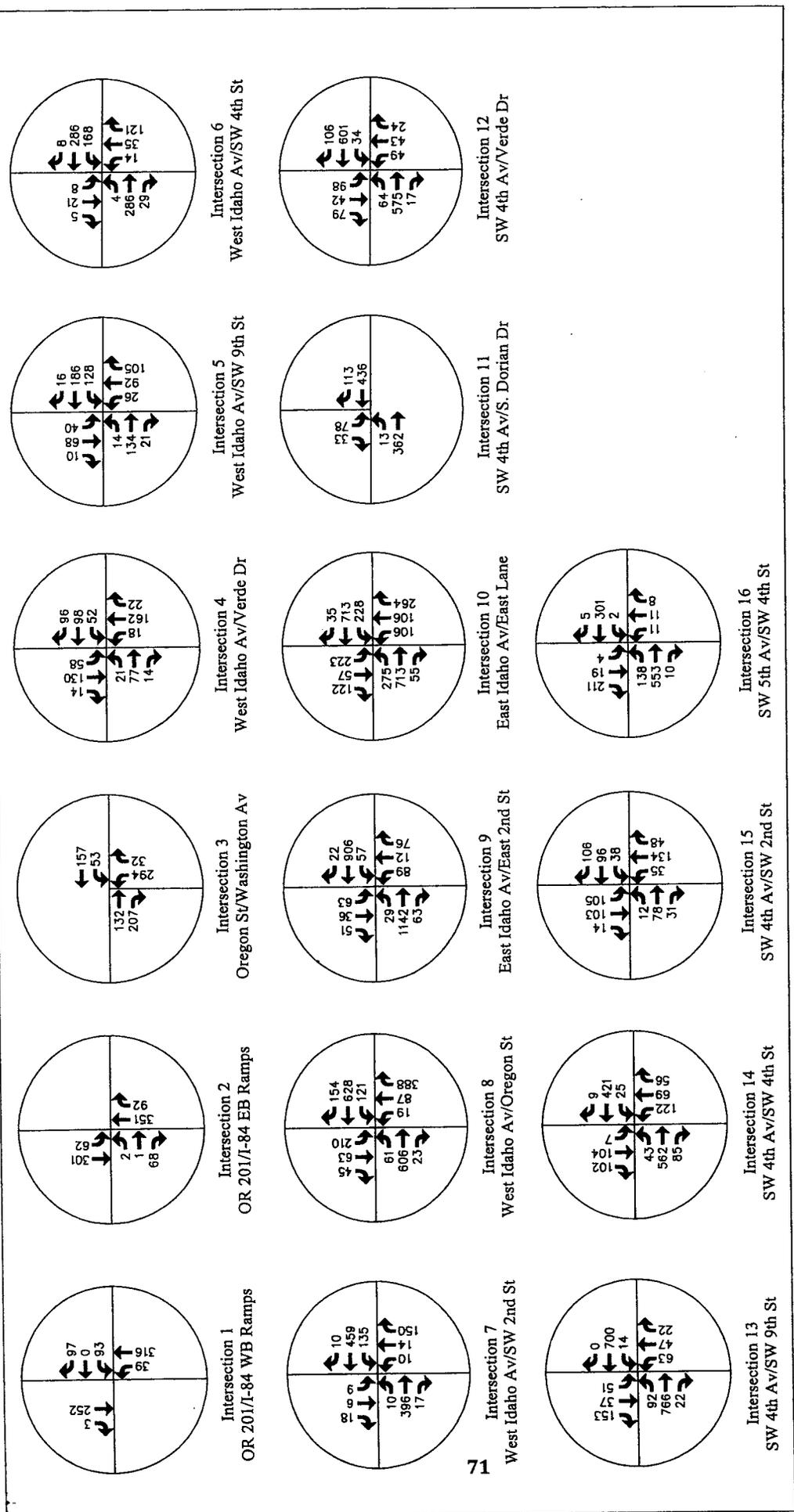
SW 18th Avenue and SW 4th Street

12/12/12 TIME	Cars		Trucks		Ped/Bike		Cars		Trucks		Ped/Bike		Cars		Trucks		Ped/Bike							
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	WB	L	R	WB	L	R			
7:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
7:15	0	0	1	0	0	0	0	0	0	2	2	0	0	2	3	9	0	1	3	0	0	0	0	0
7:30	2	0	0	0	0	0	28	11	1	1	1	0	0	0	0	19	2	2	0	0	0	0	0	0
7:45	0	0	1	1	0	0	32	16	2	3	0	0	0	0	0	21	1	8	1	1	0	0	0	0
8:00	1	0	1	0	0	1	22	13	1	0	0	0	0	0	0	20	3	7	2	0	0	0	0	0
8:15	0	1	2	0	0	0	23	17	0	3	1	0	0	0	0	20	0	1	3	0	0	0	0	0
8:30	1	1	0	0	0	0	39	20	0	1	0	0	0	0	0	21	2	0	5	0	0	0	0	0
8:45	1	0	2	0	0	0	30	20	0	5	0	0	0	0	0	20	1	3	1	0	0	0	0	0
16:00	0	0	2	0	0	0	23	11	1	1	0	0	0	0	0	22	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	34	13	1	0	0	0	0	0	0	36	0	2	2	0	1	0	0	0
16:30	2	3	1	0	0	0	28	11	1	2	0	0	0	0	0	27	1	1	0	0	0	0	0	0
16:45	1	3	1	0	0	0	29	11	1	0	0	0	0	0	0	29	1	2	0	0	0	0	0	0
17:00	2	4	3	0	0	0	24	4	2	0	0	0	0	0	0	35	1	1	1	0	0	0	0	0
17:15	1	0	0	0	0	0	32	13	0	1	0	0	0	0	0	27	0	3	1	0	0	0	0	0
17:30	0	0	2	0	0	0	28	9	1	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	16	15	0	0	0	0	0	0	0	29	0	1	1	0	0	0	0	0
	11	13	16	1	0	1	423	195	15	19	3	0	2	2	2	359	12	32	21	1	2	0	0	0
	42		0		6		655		190		0		427		0		0		0		0		0	
	Cars		Trucks		Ped/Bike		Cars		Trucks		Ped/Bike		Cars		Trucks		Ped/Bike							
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	WB	L	R	WB	L	R			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 18th Avenue and SW 2nd Street

12/13/12 TIME	Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike								
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	SB	L	R	SB	L	R	WB	L	R	WB	L	R	WB	L	R	WB	L	R
7:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0
7:30	0	3	0	0	0	0	1	29	1	0	0	0	3	0	13	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45	4	2	0	0	0	0	1	40	2	0	0	0	0	1	36	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	1	28	1	0	2	0	0	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	0	30	0	0	0	0	1	0	27	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	35	0	0	4	0	0	1	15	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	2	27	0	0	0	0	0	2	16	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	1	0	0	1	20	1	0	1	1	1	0	3	1	20	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15	1	1	0	1	0	0	3	26	1	0	2	0	0	4	27	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	31	3	0	1	0	0	3	32	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
16:45	4	1	0	2	0	0	2	42	1	0	2	0	0	2	20	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:00	1	2	0	0	0	0	0	27	0	0	2	0	0	1	35	1	0	2	4	0	0	0	1	2	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	22	4	0	3	0	0	2	32	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	1	2	0	0	0	0	3	21	0	0	2	0	0	2	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	5	2	0	0	0	0	0	25	0	0	1	0	0	1	22	1	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0
	21	17	0	4	1	0	14	44	15	2	2	1	1	0	368	6	1	19	4	2	0	13	1	10	2	0	0	0	0	0	0	0	4
	43			494			1			427			6			26			4														
	Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike			Cars			Trucks			Ped/Bike								
	NB	L	R	NB	L	R	EB	L	R	EB	L	R	SB	L	R	SB	L	R	SB	L	R	WB	L	R	WB	L	R	WB	L	R	WB	L	R





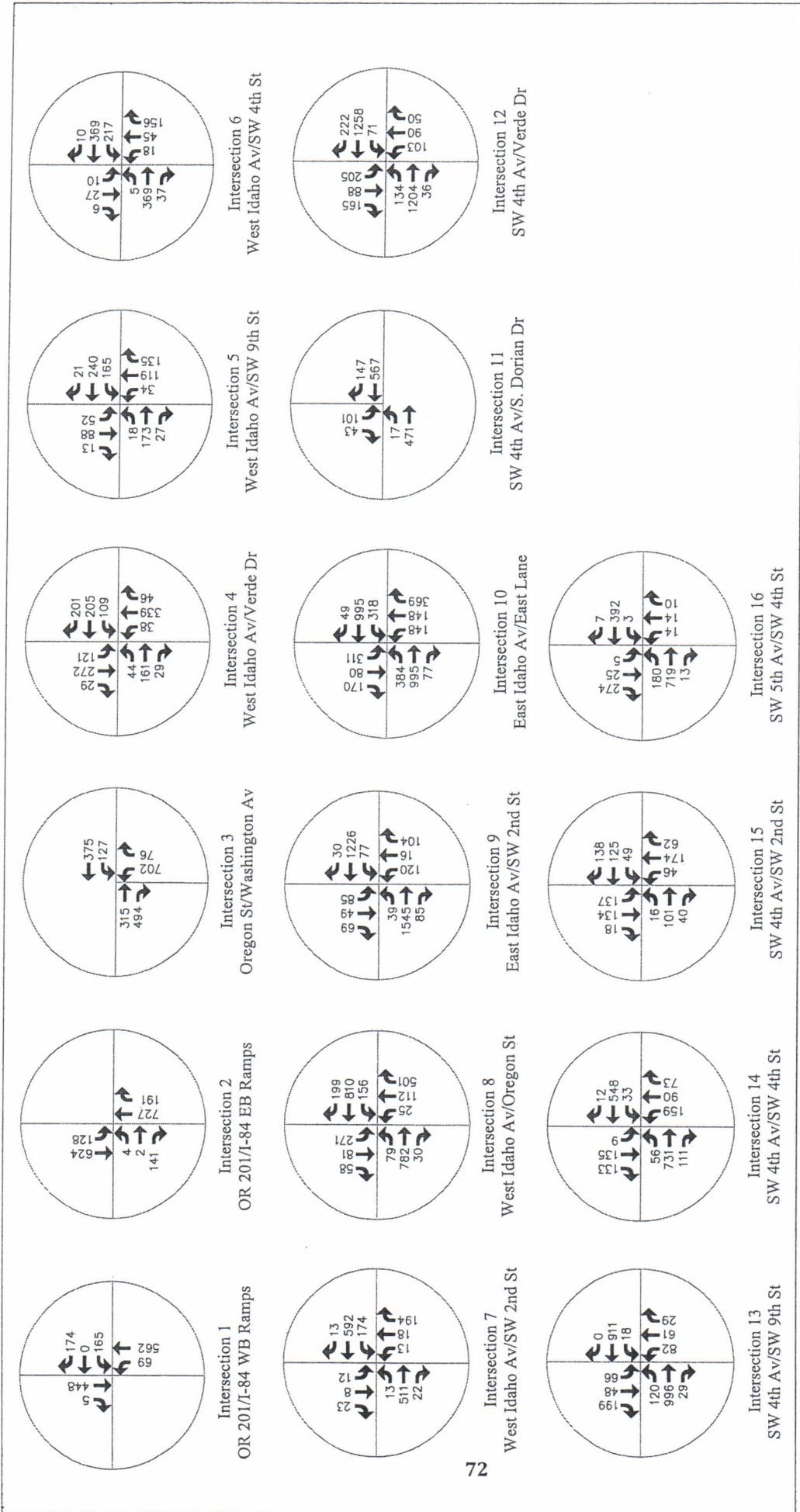
City of Ontario Transportation System Plan

Figure 3-5
Existing Weekday P.M.
Peak Hour Traffic Volumes

LEGEND
PM Peak Hour
Traffic Volume

55

NOT TO SCALE



City of Ontario Transportation System Plan

LEGEND
PM Peak Hour
Traffic Volume

550

Figure 5-2
2025 No Build P.M.
Peak Hour Traffic Volumes

NOT TO SCALE

Le

TRIP GENERATION CALCULATIONS

Land Use: General Heavy Industrial
Land Use Code: 120
Variable: Acres
Variable Quantity: 245

AM PEAK HOUR

Trip Rate: 1.98

	Enter	Exit	Total
Directional Distribution	83%	17%	
Trip Ends	403	82	485

PM PEAK HOUR

Trip Rate: 2.16

	Enter	Exit	Total
Directional Distribution	22%	78%	
Trip Ends	116	413	529

Directional distribution comes from General Light Industrial (ITE land-use 110) data

WEEKDAY

Trip Rate: 6.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	827	827	1,654

Source: TRIP GENERATION, Ninth Edition

HCM Signalized Intersection Capacity Analysis
1: SW 4th Ave & OR 201

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↕		↖	↗	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	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	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.89		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1696		1630	1716	1458	1630	2906		1630	3075	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	1696		1630	1716	1458	1630	2906		1630	3075	
Volume (vph)	23	76	6	6	47	6	12	124	324	353	59	36
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	84	7	7	52	7	13	138	360	392	66	40
RTOR Reduction (vph)	0	4	0	0	0	6	0	216	0	0	14	0
Lane Group Flow (vph)	26	87	0	7	52	1	13	282	0	392	92	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	2.1	9.0		0.6	7.5	7.5	0.6	30.5		20.4	50.3	
Effective Green, g (s)	2.1	9.0		0.6	7.5	7.5	0.6	30.5		20.4	50.3	
Actuated g/C Ratio	0.03	0.12		0.01	0.10	0.10	0.01	0.40		0.27	0.66	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	45	200		13	168	143	13	1159		435	2022	
v/s Ratio Prot	c0.02	c0.05		0.00	0.03		0.01	c0.10		c0.24	0.03	
v/s Ratio Perm						0.00						
v/c Ratio	0.58	0.44		0.54	0.31	0.00	1.00	0.24		0.90	0.05	
Uniform Delay, d1	36.8	31.4		37.8	32.1	31.1	38.0	15.3		27.1	4.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.7	1.5		36.8	1.1	0.0	249.6	0.5		21.4	0.0	
Delay (s)	53.5	32.9		74.6	33.1	31.1	287.6	15.8		48.5	4.7	
Level of Service	D	C		E	C	C	F	B		D	A	
Approach Delay (s)		37.5			37.3			22.7			39.1	
Approach LOS		D			D			C			D	

Intersection Summary

HCM Average Control Delay	31.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	76.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 18th Ave & OR 201

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘		↙	↕	↘	↙	↕	↘
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		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	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.94		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1611		1630	1587		1630	3260	1458	1630	3260	1458
Flt Permitted	0.71	1.00		0.74	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1225	1611		1263	1587		1630	3260	1458	1630	3260	1458
Volume (vph)	23	17	12	153	30	30	6	389	207	23	401	23
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	19	13	170	33	33	7	432	230	26	446	26
RTOR Reduction (vph)	0	10	0	0	26	0	0	0	99	0	0	11
Lane Group Flow (vph)	26	22	0	170	40	0	7	432	131	26	446	15
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	13.7	13.7		13.7	13.7		1.2	37.9	37.9	3.0	39.7	39.7
Effective Green, g (s)	13.7	13.7		13.7	13.7		1.2	37.9	37.9	3.0	39.7	39.7
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.02	0.57	0.57	0.05	0.60	0.60
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	252	331		260	326		29	1855	830	73	1943	869
v/s Ratio Prot		0.01			0.03		0.00	0.13		c0.02	c0.14	
v/s Ratio Perm	0.02			c0.13					0.09			0.01
v/c Ratio	0.10	0.07		0.65	0.12		0.24	0.23	0.16	0.36	0.23	0.02
Uniform Delay, d1	21.5	21.3		24.3	21.6		32.3	7.1	6.8	30.9	6.3	5.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1		5.8	0.2		4.3	0.3	0.4	3.0	0.3	0.0
Delay (s)	21.6	21.4		30.1	21.7		36.5	7.4	7.2	33.8	6.6	5.5
Level of Service	C	C		C	C		D	A	A	C	A	A
Approach Delay (s)		21.5			27.7			7.7			7.9	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
4: SW 18th Ave & Alameda Dr

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖		↘	
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Volume (veh/h)	188	11	40	254	6	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	198	12	42	267	6	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			209		555	204
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			209		555	204
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			97		99	96
cM capacity (veh/h)			1338		477	837

Direction/Lane #	EB 1	WB 1	NB 1
Volume Total	209	309	42
Volume Left	0	42	6
Volume Right	12	0	36
cSH	1700	1338	752
Volume to Capacity	0.12	0.03	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	1.3	10.1
Lane LOS		A	B
Approach Delay (s)	0.0	1.3	10.1
Approach LOS			B

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		39.5%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
5: SW 18th Ave & SW 4th St

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↕			↖	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	52	154	6	4	168	8	13	6	6	18	4	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	56	166	6	4	181	9	14	6	6	19	4	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												5
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	189			172			508	478	169	476	473	181
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189			172			508	478	169	476	473	181
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			97	99	99	96	99	92
cM capacity (veh/h)	1385			1399			418	465	875	474	468	862

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	56	172	185	9	27	96
Volume Left	56	0	4	0	14	19
Volume Right	0	6	0	9	6	72
cSH	1385	1700	1399	1700	492	1145
Volume to Capacity	0.04	0.10	0.00	0.01	0.05	0.08
Queue Length 95th (ft)	3	0	0	0	4	7
Control Delay (s)	7.7	0.0	0.2	0.0	12.7	10.4
Lane LOS	A		A		B	B
Approach Delay (s)	1.9		0.2		12.7	10.4
Approach LOS					B	B

Intersection Summary		
Average Delay		3.3
Intersection Capacity Utilization	35.6%	ICU Level of Service
Analysis Period (min)	15	A

HCM Unsignalized Intersection Capacity Analysis
6: SW 18th Ave & SE 2nd St

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔				↕			↕	
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Volume (veh/h)	6	166	6	10	169	9	5	9	0	1	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	175	6	11	178	9	5	9	0	1	5	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	187			181			392	399	178	396	397	183
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	187			181			392	399	178	396	397	183
tC, single (s)	4.1			4.1			7.4	6.8	6.5	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.2	3.5	3.6	4.1	3.4
p0 queue free %	100			99			99	98	100	100	99	99
cM capacity (veh/h)	1369			1400			513	496	805	544	527	850

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	6	181	11	187	15	12
Volume Left	6	0	11	0	5	1
Volume Right	0	6	0	9	0	5
cSH	1369	1700	1400	1700	502	639
Volume to Capacity	0.00	0.11	0.01	0.11	0.03	0.02
Queue Length 95th (ft)	0	0	1	0	2	1
Control Delay (s)	7.6	0.0	7.6	0.0	12.4	10.7
Lane LOS	A		A		B	B
Approach Delay (s)	0.3		0.4		12.4	10.7
Approach LOS					B	B

Intersection Summary		
Average Delay		1.1
Intersection Capacity Utilization	19.4%	ICU Level of Service
Analysis Period (min)	15	A

HCM Unsignalized Intersection Capacity Analysis
7: Railroad Ave & OR 201

Railroad UGB Expansion
Existing Conditions - PM Peak



Movement	EBL	EBM	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕↔			↕↔		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	38	0	6	4	0	5	2	559	8	0	527	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	0	7	4	0	5	2	608	9	0	573	42
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	908	1215	308	909	1232	308	615				616	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	908	1215	308	909	1232	308	615				616	
tC, single (s)	7.8	6.8	7.2	7.5	6.5	6.9	4.2				4.2	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	80	100	99	98	100	99	100				100	
cM capacity (veh/h)	211	163	654	229	177	691	954				946	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	48	10	306	312	286	329
Volume Left	41	4	2	0	0	0
Volume Right	7	5	0	9	0	42
cSH	232	364	954	1700	946	1700
Volume to Capacity	0.21	0.03	0.00	0.18	0.00	0.19
Queue Length 95th (ft)	19	2	0	0	0	0
Control Delay (s)	24.5	15.2	0.1	0.0	0.0	0.0
Lane LOS	C	C	A			
Approach Delay (s)	24.5	15.2	0.0	0.0		
Approach LOS	C	C				

Intersection Summary		
Average Delay	1.0	
Intersection Capacity Utilization	28.2%	ICU Level of Service
Analysis Period (min)	15	
		A

HCM Signalized Intersection Capacity Analysis
1: SW 4th Ave & OR 201

Railroad UGB Expansion
2019 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↑	↗	↙	↕		↙	↕	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	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	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.89		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1695		1630	1716	1458	1630	2906		1630	3074	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	1695		1630	1716	1458	1630	2906		1630	3074	
Volume (vph)	25	84	7	7	52	7	13	137	359	391	65	40
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	93	8	8	58	8	14	152	399	434	72	44
RTOR Reduction (vph)	0	4	0	0	0	7	0	247	0	0	15	0
Lane Group Flow (vph)	28	97	0	8	58	1	14	304	0	434	101	0
Turn Type	Prot			Prot		Perm		Prot		Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	1.7	9.2		0.6	8.1	8.1	0.6	29.6		22.3	51.3	
Effective Green, g (s)	1.7	9.2		0.6	8.1	8.1	0.6	29.6		22.3	51.3	
Actuated g/C Ratio	0.02	0.12		0.01	0.10	0.10	0.01	0.38		0.29	0.66	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	36	201		13	179	152	13	1107		468	2030	
v/s Ratio Prot	c0.02	c0.06		0.00	0.03		0.01	c0.10		c0.27	0.03	
v/s Ratio Perm						0.00						
v/c Ratio	0.78	0.48		0.62	0.32	0.01	1.08	0.27		0.93	0.05	
Uniform Delay, d1	37.8	32.0		38.4	32.3	31.2	38.6	16.6		26.9	4.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	66.9	1.8		64.0	1.1	0.0	276.9	0.6		24.5	0.0	
Delay (s)	104.7	33.9		102.5	33.3	31.2	315.5	17.2		51.4	4.7	
Level of Service	F	C		F	C	C	F	B		D	A	
Approach Delay (s)		49.2			40.6			24.6			41.5	
Approach LOS		D			D			C			D	

Intersection Summary

HCM Average Control Delay	35.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 18th Ave & OR 201

Railroad UGB Expansion
2019 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		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	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1613		1630	1587		1630	3260	1458	1630	3260	1458
Flt Permitted	0.71	1.00		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1216	1613		1260	1587		1630	3260	1458	1630	3260	1458
Volume (vph)	25	19	13	170	33	33	7	431	229	25	444	25
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	21	14	189	37	37	8	479	254	28	493	28
RTOR Reduction (vph)	0	11	0	0	29	0	0	0	112	0	0	12
Lane Group Flow (vph)	28	24	0	189	45	0	8	479	142	28	493	16
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	14.4	14.4		14.4	14.4		1.2	36.9	36.9	2.9	38.6	38.6
Effective Green, g (s)	14.4	14.4		14.4	14.4		1.2	36.9	36.9	2.9	38.6	38.6
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.02	0.56	0.56	0.04	0.58	0.58
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	265	351		274	345		30	1817	813	71	1901	850
v/s Ratio Prot		0.01			0.03		0.00	0.15		c0.02	c0.15	
v/s Ratio Perm	0.02			c0.15					0.10			0.01
v/c Ratio	0.11	0.07		0.69	0.13		0.27	0.26	0.17	0.39	0.26	0.02
Uniform Delay, d1	20.7	20.6		23.8	20.9		32.1	7.6	7.2	30.8	6.8	5.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1		7.1	0.2		4.7	0.4	0.5	3.6	0.3	0.0
Delay (s)	20.9	20.7		30.9	21.0		36.8	8.0	7.6	34.4	7.1	5.9
Level of Service	C	C		C	C		D	A	A	C	A	A
Approach Delay (s)		20.8			28.1			8.2			8.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 4: SW 18th Ave & Alameda Dr

Railroad UGB Expansion
 2019 Background Conditions - PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖		↗		↘	
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Volume (veh/h)	208	12	44	281	7	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	219	13	46	296	7	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			232		614	225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			232		614	225
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		98	95
cM capacity (veh/h)			1313		439	814

Direction/Lane #	EB 1	WB 1	NB 1
Volume Total	232	342	47
Volume Left	0	46	7
Volume Right	13	0	40
cSH	1700	1313	719
Volume to Capacity	0.14	0.04	0.07
Queue Length 95th (ft)	0	3	5
Control Delay (s)	0.0	1.4	10.4
Lane LOS		A	B
Approach Delay (s)	0.0	1.4	10.4
Approach LOS			B

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization	42.2%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
5: SW 18th Ave & SW 4th St

Railroad UGB Expansion
2019 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔			↔				↕			↔		
Sign Control	Free			Free				Stop			Stop		
Grade	0%			0%				0%			0%		
Volume (veh/h)	58	171	7	4	186	9	14	7	7	20	4	74	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Hourly flow rate (vph)	62	184	8	4	200	10	15	8	8	22	4	80	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)												5	
Median type									None				
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	210			191			563	531	188	528	525	200	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	210			191			563	531	188	528	525	200	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	95			100			96	98	99	95	99	91	
cM capacity (veh/h)	1361			1376			378	432	854	434	435	841	

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	62	191	204	10	30	105
Volume Left	62	0	4	0	15	22
Volume Right	0	8	0	10	8	80
cSH	1361	1700	1376	1700	456	1114
Volume to Capacity	0.05	0.11	0.00	0.01	0.07	0.09
Queue Length 95th (ft)	4	0	0	0	5	8
Control Delay (s)	7.8	0.0	0.2	0.0	13.5	10.7
Lane LOS	A		A		B	B
Approach Delay (s)	1.9	0.2		13.5		10.7
Approach LOS				B		B

Intersection Summary						
Average Delay	3.4					
Intersection Capacity Utilization	37.7%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
6: SW 18th Ave & SE 2nd St

Railroad UGB Expansion
2019 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↕		↕		↕		↕	
Sign Control	Free		Free		Stop		Stop		Stop		Stop	
Grade	0%		0%		0%		0%		0%		0%	
Volume (veh/h)	7	184	7	11	187	10	7	10	0	1	6	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	194	7	12	197	11	7	11	0	1	6	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	207			201			435	443	197	439	441	202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	207			201			435	443	197	439	441	202
tC, single (s)	4.1			4.1			7.4	6.8	6.5	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.2	3.5	3.6	4.1	3.4
p0 queue free %	99			99			98	98	100	100	99	99
cM capacity (veh/h)	1346			1377			477	467	784	507	497	829

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	7	201	12	207	18	14
Volume Left	7	0	12	0	7	1
Volume Right	0	7	0	11	0	6
cSH	1346	1700	1377	1700	471	611
Volume to Capacity	0.01	0.12	0.01	0.12	0.04	0.02
Queue Length 95th (ft)	0	0	1	0	3	2
Control Delay (s)	7.7	0.0	7.6	0.0	12.9	11.0
Lane LOS	A		A		B	B
Approach Delay (s)	0.3		0.4		12.9	11.0
Approach LOS					B	B

Intersection Summary		
Average Delay	1.1	
Intersection Capacity Utilization	20.4%	ICU Level of Service
Analysis Period (min)	15	A

HCM Unsignalized Intersection Capacity Analysis
7: Railroad Ave & OR 201

Railroad UGB Expansion
2019 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	42	0	7	4	0	6	2	619	9	0	584	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	0	8	4	0	7	2	673	10	0	635	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1005	1345	341	1007	1364	341	682			683		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1005	1345	341	1007	1364	341	682			683		
tC, single (s)	7.8	6.8	7.2	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	100	99	98	100	99	100			100		
cM capacity (veh/h)	177	135	621	194	147	658	900			893		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	11	339	346	317	364
Volume Left	46	4	2	0	0	0
Volume Right	8	7	0	10	0	47
cSH	197	336	900	1700	893	1700
Volume to Capacity	0.27	0.03	0.00	0.20	0.00	0.21
Queue Length 95th (ft)	26	3	0	0	0	0
Control Delay (s)	29.8	16.1	0.1	0.0	0.0	0.0
Lane LOS	D	C	A			
Approach Delay (s)	29.8	16.1	0.0		0.0	
Approach LOS	D	C				

Intersection Summary		
Average Delay		1.3
Intersection Capacity Utilization	30.8%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis
1: SW 4th Ave & OR 201

Railroad UGB Expansion
2019 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↕		↖	↗	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	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	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.91		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1695		1630	1716	1458	1630	2951		1630	3104	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	1695		1630	1716	1458	1630	2951		1630	3104	
Volume (vph)	25	84	7	7	52	7	13	209	359	391	85	40
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	93	8	8	58	8	14	232	399	434	94	44
RTOR Reduction (vph)	0	4	0	0	0	7	0	245	0	0	15	0
Lane Group Flow (vph)	28	97	0	8	58	1	14	386	0	434	123	0
Turn Type	Prot			Prot		Perm		Prot		Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	1.7	9.1		0.6	8.0	8.0	0.6	30.0		22.2	51.6	
Effective Green, g (s)	1.7	9.1		0.6	8.0	8.0	0.6	30.0		22.2	51.6	
Actuated g/C Ratio	0.02	0.12		0.01	0.10	0.10	0.01	0.39		0.28	0.66	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	36	198		13	176	150	13	1136		465	2056	
v/s Ratio Prot	c0.02	c0.06		0.00	0.03		0.01	c0.13		c0.27	0.04	
v/s Ratio Perm						0.00						
v/c Ratio	0.78	0.49		0.62	0.33	0.01	1.08	0.34		0.93	0.06	
Uniform Delay, d1	37.9	32.2		38.5	32.5	31.4	38.7	16.9		27.1	4.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	66.9	1.9		64.0	1.1	0.0	276.9	0.8		25.8	0.1	
Delay (s)	104.8	34.2		102.6	33.6	31.4	315.6	17.8		53.0	4.7	
Level of Service	F	C		F	C	C	F	B		D	A	
Approach Delay (s)	49.5			40.8			24.2			41.3		
Approach LOS	D			D			C			D		

Intersection Summary

HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	77.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 18th Ave & OR 201

Railroad UGB Expansion
2019 Background plus Site - PM Peak

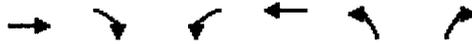


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1613		1630	1520		1630	3260	1458	1630	3260	1458
Flt Permitted	0.62	1.00		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1070	1613		1260	1520		1630	3260	1458	1630	3260	1458
Volume (vph)	25	19	13	191	33	105	7	431	235	45	444	25
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	21	14	212	37	117	8	479	261	50	493	28
RTOR Reduction (vph)	0	11	0	0	90	0	0	0	126	0	0	12
Lane Group Flow (vph)	28	24	0	212	64	0	8	479	135	50	493	16
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	15.4	15.4		15.4	15.4		1.2	34.8	34.8	4.9	38.5	38.5
Effective Green, g (s)	15.4	15.4		15.4	15.4		1.2	34.8	34.8	4.9	38.5	38.5
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.02	0.52	0.52	0.07	0.57	0.57
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	246	370		289	349		29	1691	756	119	1870	837
v/s Ratio Prot		0.02			0.04		0.00	c0.15		c0.03	c0.15	
v/s Ratio Perm	0.03			c0.17					0.09			0.01
v/c Ratio	0.11	0.07		0.73	0.18		0.28	0.28	0.18	0.42	0.26	0.02
Uniform Delay, d1	20.5	20.2		23.9	20.8		32.5	9.1	8.6	29.7	7.2	6.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1		9.3	0.3		5.1	0.4	0.5	2.4	0.3	0.0
Delay (s)	20.7	20.3		33.2	21.0		37.6	9.5	9.1	32.1	7.5	6.2
Level of Service	C	C		C	C		D	A	A	C	A	A
Approach Delay (s)		20.5			28.1			9.7			9.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	67.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 3: SW 18th Ave & Alameda Dr

Railroad UGB Expansion
 2019 Background plus Site - PM Peak



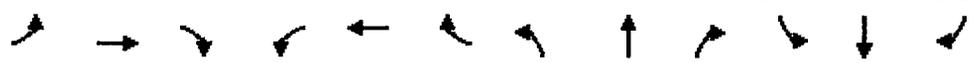
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖		↖		↖	
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Volume (veh/h)	237	12	44	384	7	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	249	13	46	404	7	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			262		753	256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			262		753	256
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		98	95
cM capacity (veh/h)			1279		364	783

Direction Lane #	EB 1	WB 1	NB 1
Volume Total	262	451	47
Volume Left	0	46	7
Volume Right	13	0	40
cSH	1700	1279	664
Volume to Capacity	0.15	0.04	0.07
Queue Length 95th (ft)	0	3	6
Control Delay (s)	0.0	1.2	10.8
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	10.8
Approach LOS			B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
4: SW 18th Ave & SW 4th St

Railroad UGB Expansion
2019 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↕			↖	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	58	171	42	18	186	9	138	38	59	20	13	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	184	45	19	200	10	148	41	63	22	14	80
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												5
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	210			229			617	580	206	631	592	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	210			229			617	580	206	631	592	200
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			56	90	92	93	96	91
cM capacity (veh/h)	1361			1333			338	401	834	320	394	841

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	62	229	219	10	253	115
Volume Left	62	0	19	0	148	22
Volume Right	0	45	0	10	63	80
cSH	1361	1700	1333	1700	410	1132
Volume to Capacity	0.05	0.13	0.01	0.01	0.62	0.10
Queue Length 95th (ft)	4	0	1	0	100	8
Control Delay (s)	7.8	0.0	0.8	0.0	26.9	11.8
Lane LOS	A		A		D	B
Approach Delay (s)	1.7		0.8		26.9	11.8
Approach LOS					D	B

Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization		52.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: SW 18th Ave & SE 2nd St

Railroad UGB Expansion
2019 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕		↙	↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	236	7	11	201	10	7	10	0	1	6	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	248	7	12	212	11	7	11	0	1	6	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	222			256			505	512	252	508	511	217
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	222			256			505	512	252	508	511	217
tC, single (s)	4.1			4.1			7.4	6.8	6.5	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.2	3.5	3.6	4.1	3.4
p0 queue free %	99			99			98	98	100	100	99	99
cM capacity (veh/h)	1329			1315			427	425	729	455	454	813

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	7	256	12	222	18	14
Volume Left	7	0	12	0	7	1
Volume Right	0	7	0	11	0	6
cSH	1329	1700	1315	1700	426	570
Volume to Capacity	0.01	0.15	0.01	0.13	0.04	0.02
Queue Length 95th (ft)	0	0	1	0	3	2
Control Delay (s)	7.7	0.0	7.8	0.0	13.8	11.5
Lane LOS	A		A		B	B
Approach Delay (s)	0.2		0.4		13.8	11.5
Approach LOS					B	B

Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			22.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Railroad Ave & OR 201

Railroad UGB Expansion
2019 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	42	0	7	4	0	6	2	625	9	0	605	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	0	8	4	0	7	2	679	10	0	658	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1032	1374	352	1025	1393	345	704			689		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1032	1374	352	1025	1393	345	704			689		
tC, single (s)	7.8	6.8	7.2	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	73	100	99	98	100	99	100			100		
cM capacity (veh/h)	169	130	611	188	141	654	883			888		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	11	342	349	329	376
Volume Left	46	4	2	0	0	0
Volume Right	8	7	0	10	0	47
cSH	189	328	883	1700	888	1700
Volume to Capacity	0.28	0.03	0.00	0.21	0.00	0.22
Queue Length 95th (ft)	28	3	0	0	0	0
Control Delay (s)	31.4	16.3	0.1	0.0	0.0	0.0
Lane LOS	D	C	A			
Approach Delay (s)	31.4	16.3	0.0		0.0	
Approach LOS	D	C				

Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		30.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: SW 4th Ave & OR 201

Railroad UGB Expansion
2030 Background Conditions - PM Peak

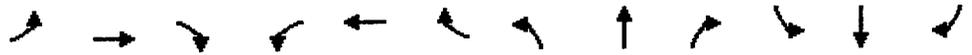


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↑	↗	↙	↕		↙	↘	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.90		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1696		1630	1716	1458	1630	2936		1630	3125	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	1696		1630	1716	1458	1630	2936		1630	3125	
Volume (vph)	30	99	8	8	61	24	16	216	423	489	122	47
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	110	9	9	68	27	18	240	470	543	136	52
RTOR Reduction (vph)	0	3	0	0	0	24	0	259	0	0	20	0
Lane Group Flow (vph)	33	116	0	9	68	3	18	451	0	543	168	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.1	11.3		1.0	9.2	9.2	2.0	24.5		27.6	50.1	
Effective Green, g (s)	3.1	11.3		1.0	9.2	9.2	2.0	24.5		27.6	50.1	
Actuated g/C Ratio	0.04	0.14		0.01	0.11	0.11	0.02	0.30		0.34	0.62	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	63	238		20	196	167	41	895		560	1947	
v/s Ratio Prot	c0.02	c0.07		0.01	0.04		0.01	c0.15		c0.33	0.05	
v/s Ratio Perm						0.00						
v/c Ratio	0.52	0.49		0.45	0.35	0.02	0.44	0.50		0.97	0.09	
Uniform Delay, d1	37.9	31.9		39.4	32.8	31.6	38.6	23.0		26.0	6.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	1.6		15.3	1.1	0.0	7.3	2.0		30.0	0.1	
Delay (s)	45.6	33.4		54.7	33.9	31.6	46.0	25.0		56.0	6.1	
Level of Service	D	C		D	C	C	D	C		E	A	
Approach Delay (s)		36.1			35.1			25.5			43.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 18th Ave & OR 201

Railroad UGB Expansion
2030 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗		↘	↕	↗	↘	↕	↗
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		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	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1605		1630	1567		1630	3260	1458	1630	3260	1458
Flt Permitted	0.69	1.00		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1186	1605		1252	1567		1630	3260	1458	1630	3260	1458
Volume (vph)	80	22	16	211	39	53	11	524	274	40	533	30
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	89	24	18	234	43	59	12	582	304	44	592	33
RTOR Reduction (vph)	0	14	0	0	45	0	0	0	148	0	0	14
Lane Group Flow (vph)	89	28	0	234	57	0	12	582	156	44	592	19
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	16.8	16.8		16.8	16.8		1.3	35.3	35.3	4.8	38.8	38.8
Effective Green, g (s)	16.8	16.8		16.8	16.8		1.3	35.3	35.3	4.8	38.8	38.8
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.02	0.51	0.51	0.07	0.56	0.56
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	289	391		305	382		31	1670	747	114	1836	821
v/s Ratio Prot		0.02			0.04		0.01	c0.18		c0.03	c0.18	
v/s Ratio Perm	0.08			c0.19					0.11			0.01
v/c Ratio	0.31	0.07		0.77	0.15		0.39	0.35	0.21	0.39	0.32	0.02
Uniform Delay, d1	21.3	20.1		24.2	20.4		33.4	10.0	9.2	30.6	8.0	6.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1		11.0	0.2		7.8	0.6	0.6	2.2	0.5	0.1
Delay (s)	21.9	20.1		35.2	20.6		41.3	10.5	9.8	32.8	8.5	6.7
Level of Service	C	C		D	C		D	B	A	C	A	A
Approach Delay (s)		21.3			30.8			10.7			10.0	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM Average Control Delay	14.5	HCM Level of Service B
HCM Volume to Capacity ratio	0.50	
Actuated Cycle Length (s)	68.9	Sum of lost time (s) 16.0
Intersection Capacity Utilization	48.7%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Unsignalized Intersection Capacity Analysis
3: SW 18th Ave & Alameda Dr

Railroad UGB Expansion
2030 Background Conditions - PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗		
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	305	14	52	393	8	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	321	15	55	414	8	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			336		852	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			336		852	328
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			95		97	94
cM capacity (veh/h)			1201		315	713

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	336	468	55
Volume Left	0	55	8
Volume Right	15	0	46
cSH	1700	1201	597
Volume to Capacity	0.20	0.05	0.09
Queue Length 95th (ft)	0	4	8
Control Delay (s)	0.0	1.4	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	1.4	11.6
Approach LOS			B

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		53.8%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
4: SW 18th Ave & SW 4th St

Railroad UGB Expansion
2030 Background Conditions - PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↕			↖	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	77	251	8	5	270	10	17	8	8	24	5	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	83	270	9	5	290	11	18	9	9	26	5	106
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												5
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	301			278			797	752	274	749	745	290
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	301			278			797	752	274	749	745	290
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*2.0	*2.0	*2.0	3.5	4.0	3.3
p0 queue free %	93			100			95	98	99	92	98	86
cM capacity (veh/h)	1260			1278			369	525	1208	304	318	749

Direction, Lane #	EB:1	EB:2	WB:1	WB:2	NB:1	SB:1
Volume Total	83	278	296	11	35	138
Volume Left	83	0	5	0	18	26
Volume Right	0	9	0	11	9	106
cSH	1260	1700	1278	1700	486	968
Volume to Capacity	0.07	0.16	0.00	0.01	0.07	0.14
Queue Length 95th (ft)	5	0	0	0	6	12
Control Delay (s)	8.1	0.0	0.2	0.0	13.0	12.3
Lane LOS	A		A		B	B
Approach Delay (s)	1.8		0.2		13.0	12.3
Approach LOS					B	B

Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			46.7%		ICU Level of Service	A
Analysis Period (min)			15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
5: SW 18th Ave & SE 2nd St

Railroad UGB Expansion
2030 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗			↖ ↗				↕			↕	
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Volume (veh/h)	8	267	8	13	272	12	8	12	0	1	7	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	281	8	14	286	13	8	13	0	1	7	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	299			289			619	628	285	624	626	293
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			289			619	628	285	624	626	293
tC, single (s)	4.1			4.1			7.4	6.8	6.5	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.2	3.5	3.6	4.1	3.4
p0 queue free %	99			99			98	97	100	100	98	99
cM capacity (veh/h)	1245			1278			353	362	698	377	388	737

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	8	289	14	299	21	16
Volume Left	8	0	14	0	8	1
Volume Right	0	8	0	13	0	7
cSH	1245	1700	1278	1700	358	497
Volume to Capacity	0.01	0.17	0.01	0.18	0.06	0.03
Queue Length 95th (ft)	1	0	1	0	5	2
Control Delay (s)	7.9	0.0	7.8	0.0	15.7	12.5
Lane LOS	A		A		C	B
Approach Delay (s)	0.2		0.3		15.7	12.5
Approach LOS					C	B

Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization		25.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
6: Railroad Ave & OR 201

Railroad UGB Expansion
2030 Background Conditions - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	8	0	0	7	0	750	10	0	708	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	9	0	0	8	0	815	11	0	770	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1212	1623	412	1214	1646	413	825			826		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1212	1623	412	1214	1646	413	825			826		
tC, single (s)	7.8	6.8	7.2	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	99	100			100		
cM capacity (veh/h)	123	90	556	136	99	591	795			788		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	8	408	418	385	440
Volume Left	0	0	0	0	0	0
Volume Right	9	8	0	11	0	55
cSH	556	591	795	1700	788	1700
Volume to Capacity	0.02	0.01	0.00	0.25	0.00	0.26
Queue Length 95th (ft)	1	1	0	0	0	0
Control Delay (s)	11.6	11.2	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	11.6	11.2	0.0		0.0	
Approach LOS	B	B				

Intersection Summary		
Average Delay		0.1
Intersection Capacity Utilization	31.2%	ICU Level of Service
Analysis Period (min)	15	A

HCM Signalized Intersection Capacity Analysis
1: SW 4th Ave & OR 201

Railroad UGB Expansion
2030 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↕		↖	↗	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	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	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.91		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1696		1630	1716	1458	1630	2969		1630	3150	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	1696		1630	1716	1458	1630	2969		1630	3150	
Volume (vph)	30	99	8	8	61	24	16	288	423	489	162	47
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	110	9	9	68	27	18	320	470	543	180	52
RTOR Reduction (vph)	0	3	0	0	0	24	0	255	0	0	20	0
Lane Group Flow (vph)	33	116	0	9	68	3	18	535	0	543	212	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.1	11.3		1.0	9.2	9.2	2.0	24.5		27.6	50.1	
Effective Green, g (s)	3.1	11.3		1.0	9.2	9.2	2.0	24.5		27.6	50.1	
Actuated g/C Ratio	0.04	0.14		0.01	0.11	0.11	0.02	0.30		0.34	0.62	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	63	238		20	196	167	41	905		560	1963	
v/s Ratio Prot	c0.02	c0.07		0.01	0.04		0.01	c0.18		c0.33	0.07	
v/s Ratio Perm						0.00						
v/c Ratio	0.52	0.49		0.45	0.35	0.02	0.44	0.59		0.97	0.11	
Uniform Delay, d1	37.9	31.9		39.4	32.8	31.6	38.6	23.7		26.0	6.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	1.6		15.3	1.1	0.0	7.3	2.8		30.0	0.1	
Delay (s)	45.6	33.4		54.7	33.9	31.6	46.0	26.5		56.0	6.2	
Level of Service	D	C		D	C	C	D	C		E	A	
Approach Delay (s)		36.1			35.1			27.0			41.1	
Approach LOS		D			D			C			D	

Intersection Summary

HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: SW 18th Ave & OR 201

Railroad UGB Expansion
2030 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘		↙	↕	↘	↙	↕	↘
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		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	0.95	1.00	1.00	0.95	1.00
Flt	1.00	0.94		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1605		1630	1519		1630	3260	1458	1630	3260	1458
Flt Permitted	0.58	1.00		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	988	1605		1252	1519		1630	3260	1458	1630	3260	1458
Volume (vph)	80	22	16	252	39	126	11	596	280	80	533	30
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	89	24	18	280	43	140	12	662	311	89	592	33
RTOR Reduction (vph)	0	13	0	0	102	0	0	0	168	0	0	15
Lane Group Flow (vph)	89	29	0	280	81	0	12	662	143	89	592	18
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	19.9	19.9		19.9	19.9		1.2	33.6	33.6	7.8	40.2	40.2
Effective Green, g (s)	19.9	19.9		19.9	19.9		1.2	33.6	33.6	7.8	40.2	40.2
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.02	0.46	0.46	0.11	0.55	0.55
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	268	436		340	412		27	1494	668	173	1788	800
v/s Ratio Prot		0.02			0.05		0.01	c0.20		c0.05	0.18	
v/s Ratio Perm	0.09			c0.22					0.10			0.01
v/c Ratio	0.33	0.07		0.82	0.20		0.44	0.44	0.21	0.51	0.33	0.02
Uniform Delay, d1	21.4	19.8		25.1	20.5		35.7	13.5	11.9	31.0	9.1	7.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1		14.8	0.2		11.2	1.0	0.7	2.6	0.5	0.1
Delay (s)	22.1	19.9		39.9	20.8		46.9	14.4	12.6	33.5	9.6	7.6
Level of Service	C	B		D	C		D	B	B	C	A	A
Approach Delay (s)		21.4			32.3			14.3			12.5	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM Average Control Delay	17.8	HCM Level of Service
HCM Volume to Capacity ratio	0.58	B
Actuated Cycle Length (s)	73.3	Sum of lost time (s)
Intersection Capacity Utilization	54.5%	12.0
Analysis Period (min)	15	ICU Level of Service
		A
c Critical Lane Group		

HCM Unsignalized Intersection Capacity Analysis
3: SW 18th Ave & Alameda Dr

Railroad UGB Expansion
2030 Background plus Site - PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↘			↙		
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	334	37	80	473	63	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	352	39	84	498	66	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			391		1037	371
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			391		1037	371
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			93		72	77
cM capacity (veh/h)			1147		237	675

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	391	582	220
Volume Left	0	84	66
Volume Right	39	0	154
cSH	1700	1147	434
Volume to Capacity	0.23	0.07	0.51
Queue Length 95th (ft)	0	6	70
Control Delay (s)	0.0	2.0	21.5
Lane LOS		A	C
Approach Delay (s)	0.0	2.0	21.5
Approach LOS			C

Intersection Summary			
Average Delay		4.9	
Intersection Capacity Utilization		71.6%	ICU Level of Service
Analysis Period (min)		15	C

HCM Unsignalized Intersection Capacity Analysis
4: SW 18th Ave & SW 4th St

Railroad UGB Expansion
2030 Background plus Site - PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↙		↘ ↙		↘ ↙		↘ ↙		↘ ↙		↘ ↙	
Sign Control	Free		Free		Free		Stop		Stop		Stop	
Grade	0%		0%		0%		0%		0%		0%	
Volume (veh/h)	108	302	43	20	284	10	118	39	60	24	14	107
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	116	325	46	22	305	11	127	42	65	26	15	115
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												5
Median type							None		None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	316			371			994	939	348	991	952	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	316			371			994	939	348	991	952	305
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*2.0	*2.0	*2.0	3.5	4.0	3.3
p0 queue free %	91			98			47	89	94	85	93	84
cM capacity (veh/h)	1244			1182			241	375	1085	178	231	734

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	116	371	327	11	233	156
Volume Left	116	0	22	0	127	26
Volume Right	0	46	0	11	65	115
cSH	1244	1700	1182	1700	335	753
Volume to Capacity	0.09	0.22	0.02	0.01	0.70	0.21
Queue Length 95th (ft)	8	0	1	0	124	19
Control Delay (s)	8.2	0.0	0.7	0.0	37.2	15.3
Lane LOS	A		A		E	C
Approach Delay (s)	2.0		0.7		37.2	15.3
Approach LOS					E	C

Intersection Summary						
Average Delay	10.1					
Intersection Capacity Utilization	63.5%		ICU Level of Service		B	
Analysis Period (min)	15					

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
5: SW 18th Ave & SE 2nd St

Railroad UGB Expansion
2030 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations	↔			↔			↕			↕								
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Volume (veh/h)	8	370	8	13	301	12	8	12	0	1	7	7						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
Hourly flow rate (vph)	8	389	8	14	317	13	8	13	0	1	7	7						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)																		
Median type							None			None								
Median storage (veh)																		
Upstream signal (ft)																		
pX, platoon unblocked																		
vC, conflicting volume	329				398		758		767		394		763		765		323	
vC1, stage 1 conf vol																		
vC2, stage 2 conf vol																		
vCu, unblocked vol	329				398		758		767		394		763		765		323	
tC, single (s)	4.1				4.1		7.4		6.8		6.5		7.2		6.6		6.3	
tC, 2 stage (s)																		
tF (s)	2.2				2.2		3.7		4.2		3.5		3.6		4.1		3.4	
p0 queue free %	99				99		97		96		100		100		98		99	
cM capacity (veh/h)	1213				1166		282		299		604		302		322		709	

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1		
Volume Total	8	398	14	329	21	16		
Volume Left	8	0	14	0	8	1		
Volume Right	0	8	0	13	0	7		
cSH	1213	1700	1166	1700	292	430		
Volume to Capacity	0.01	0.23	0.01	0.19	0.07	0.04		
Queue Length 95th (ft)	1	0	1	0	6	3		
Control Delay (s)	8.0	0.0	8.1	0.0	18.3	13.7		
Lane LOS	A		A		C	B		
Approach Delay (s)	0.2		0.3		18.3		13.7	
Approach LOS					C		B	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
6: Railroad Ave & OR 201

Railroad UGB Expansion
2030 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR1	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	8	0	0	84	0	759	16	0	708	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	9	0	0	91	0	825	17	0	770	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1301	1640	412	1227	1659	421	825			842		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1301	1640	412	1227	1659	421	825			842		
tC, single (s)	7.8	6.8	7.2	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	84	100			100		
cM capacity (veh/h)	90	88	556	133	98	584	795			776		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	91	412	430	385	440
Volume Left	0	0	0	0	0	0
Volume Right	9	91	0	17	0	55
cSH	556	584	795	1700	776	1700
Volume to Capacity	0.02	0.16	0.00	0.25	0.00	0.26
Queue Length 95th (ft)	1	14	0	0	0	0
Control Delay (s)	11.6	12.3	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	11.6	12.3	0.0		0.0	
Approach LOS	B	B				

Intersection Summary		
Average Delay		0.7
Intersection Capacity Utilization	33.4%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis
 4: SW 18th Ave & SW 4th St

Railroad UGB Expansion
 2030 Background plus Site - PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗		↖	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	108	302	43	20	284	10	118	39	60	24	14	107
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	116	325	46	22	305	11	127	42	65	26	15	115
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												5
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	316			371			970	916	325	991	952	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	316			371			970	916	325	991	952	305
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*2.0	*2.0	*2.0	3.5	4.0	3.3
p0 queue free %	91			98			49	89	94	86	93	84
cM capacity (veh/h)	1244			1182			251	389	1123	179	231	734

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	116	325	46	22	305	11	127	106	156
Volume Left	116	0	0	22	0	0	127	0	26
Volume Right	0	0	46	0	0	11	0	65	115
cSH	1244	1700	1700	1182	1700	1700	251	644	755
Volume to Capacity	0.09	0.19	0.03	0.02	0.18	0.01	0.51	0.17	0.21
Queue Length 95th (ft)	8	0	0	1	0	0	66	15	19
Control Delay (s)	8.2	0.0	0.0	8.1	0.0	0.0	33.2	11.7	15.3
Lane LOS	A			A			D	B	C
Approach Delay (s)	2.0			0.5			23.4		15.3
Approach LOS							C		C

Intersection Summary		
Average Delay		7.4
Intersection Capacity Utilization	44.1%	ICU Level of Service
Analysis Period (min)		15
		A

* User Entered Value

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

Highway 455 ALL ROAD TYPES, MP 27.68 to 27.83 01/01/2008 to 12/31/2012, Beth Add and Non-Add mileage

Total crash records: 12

01/11/2014

455: OLDS FERRY-ONTARIO

STATE	DATE	CITY	RDH FC	CONPT	CONNH	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPL USE	MOVE	FROM	TO	PRTC	INJ	G	E	LICNS	PED	ACT_EVENT	CAUSE	
			MILEENT	SECOND STREET	FIRST STREET	DIRECT	(MEDIAN)	TRAF-	ENDBT	SURF	COLL	TLR QTY												
							(PLANES)	CONFL	PRVTY	LIGHT	SURTY	VEH TYPE	SVRTY	E	X	RES	LOC							
00527	Y N N N N 12/26/2010	MALHEUR	1 14			STRGHT	N	UNKNOWN	N	SNOW	FIX OBJ	01 NONE	0	STRGHT	N -S	01 DRVR	NONE	19	M	OR-Y	OR<25	053, 092	01	
		ONTARIO UA	27.73			08	(NONE)		N	DARK	PDO	PSNGR CAR										007 053	26	
							(04)															000 092	01	
00166	N N N N N 06/19/2012	MALHEUR	1 14			STRGHT	N	UNKNOWN	N	CLR	S-STRGHT	01 NONE	0	STRGHT	N -S	01 DRVR	NONE	33	M	OTH-Y		000	00	
		ONTARIO UA	27.76			03	(NONE)		N	DAY	PDO	PSNGR CAR										000	13	
							(04)															000	13	
00325	Y N N N N 09/14/2009	MALHEUR	1 14			INTER	CROSS	TRF SIGNAL	N	RAIN	NON-COLL	01 NONE	0	TURN-R	E -N	01 DRVR	INJB	20	F	N-VAL		000	00	
		ONTARIO UA	27.77			05	0		N	DAY	INJ	MTRCYCLE										017	01	
																						000	00	
00482	N N N N N 12/22/2008	MALHEUR	1 14			INTER	CROSS	TRF SIGNAL	N	CLR	S-1STOP	01 NONE	0	STRGHT	S -N	01 DRVR	NONE	40	M	OR-Y		001	00	
		ONTARIO UA	27.77			06	0		N	ICE	REAR	PSNGR CAR										000	07	
										DAY	INJ											000	07	
																						011	00	
																						000	00	
00247	N N N N N 07/01/2009	MALHEUR	1 14			INTER	CROSS	TRF SIGNAL	N	CLR	ANGL-OTH	01 NONE	0	STRGHT	N -S	01 DRVR	NONE	17	F	OR-Y		000	00	
		ONTARIO UA	27.77			03	0		N	DRY	TURN	PSNGR CAR										000	04	
										DAY	INJ											000	04	
																						000	00	
																						000	00	
00330	N N N N N 09/08/2008	MALHEUR	1 14			STRGHT	(NONE)	UNKNOWN	N	CLR	S-1TURN	01 NONE	0	STRGHT	N -S	01 DRVR	NONE	40	M	OTH-Y		000	00	
		ONTARIO UA	27.78			04	(04)		N	DRY	TURN	PSNGR CAR										000	00	
										DAY	INJ											000	00	
																						000	00	
																						000	00	
00043	N N N N N 02/04/2011	MALHEUR	1 14			STRGHT	(NONE)	UNKNOWN	N	CLR	S-STRGHT	01 NONE	0	STRGHT	SW-NE	01 DRVR	NONE	44	M	OR-Y		000	00	
		ONTARIO UA	27.78			04	(02)		N	DRY	REAR	PSNGR CAR										000	07	
										DAY	PDO											000	07	
																						000	07	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 07/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380
01/11/2014

OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CITY OF ONTARIO, MALHEUR COUNTY

SW 18TH ST and SW 4TH AVE, City of Ontario, Malheur County, 01/01/2008 to 12/31/2012

URBAN NON-SYSTEM CRASH LISTING

Total crash records: 3

S P E R E A S E R I E S I D E R S W	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT	INT-TYPE (MEDIAN) LEGS TRAF- (LANES) CONTL	INT-REL	OFFRD WTHR RNDFT SURF DEWY LIGHT SVTY	CRASH COLL SVTY	SPCL USE TRLR QTY OWNER	MOVE FROM	PH TYPE SUVTY	INJ E	A S E L I C N S P E D	ACT EVENT ERROR	CAUSE
00092	0	SW 4TH AVE SW 18TH ST	N N	3-LEG L-TURN REF	N N	Y N	CLR FIX DRY FXD	01 NONE PRVTE PSNGR CAR	TURN-L W -N	01 DRVR NONE	17 F OR-Y	000 124,040	00 32,01,10	
00132	200	SW 4TH AVE SW 18TH ST	E E	(NONE) (04)	N N	N N	CLR DRY DAY	01 NONE PRVTE PSNGR CAR	STRGHT E -M	01 DRVR NONE	50 M OTH-Y	000 043	07 07	
00058	200	SW 4TH AVE SW 18TH ST	W W	(NONE) (04)	N N	N N	CLD DRY DAY	01 NONE PRVTE PSNGR CAR	TURN-R S -E	01 DRVR NONE	53 F OR-Y	028 000	02 02	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is voluntary, the information may not be complete. The Oregon Department of Transportation can not guarantee that all qualifying crashes are represented in a single crash or that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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

Highway 455 All Road Types, MP 31.250 to 31.350 01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

Total crash records: 10

STATE	Y	N	N	N	N	07/02/2009	MALHEUR	RDB FC	COMP	CONN#	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SFCL USE	MOVE	PH TYPE	SVTY	E	X	RES	LOC	ERROR	ACT EVENT	CAUSE		
00468	Y	N	N	N	N	12/04/2010	MALHEUR	1 02	MN 0	0	UN	STRGHT	N	Y	CLD	FIX	OBJ	01 NONE	0	01	DRVR	NONE	25	F	OR-Y	OR<25	000	079,010	01
								31.25	SA		08	(NONE)	NONE	N	ICE	FIX	PRVTE	N	01	DRVR	NONE	25	F	OR-Y	OR<25	000	079,010	00	
								31.25	9P		08	(04)	NONE	N	DARK	PDO	PSNGR CAR	S -N	01	DRVR	NONE	25	F	OR-Y	OR<25	017	017	00	
00241	Y	N	N	N	N	07/02/2009	MALHEUR	1 02	MN 0	0	UN	STRGHT	N	Y	CLR	FIX	OBJ	01 NONE	0	01	DRVR	INJC	60	M	OR-Y	OR<25	000	061,010,029	25
								31.31	7A		08	(RSDMD)	NONE	N	DRY	FIX	PRVTE	N	01	DRVR	INJC	60	M	OR-Y	OR<25	000	061,010	25	
								31.31				(04)	NONE	N	DAY	INJ	PSNGR CAR	S -N	01	DRVR	INJC	60	M	OR-Y	OR<25	017	017	00	
00245	N	N	N	N	N	07/01/2009	MALHEUR	1 02	MN 0	0	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	01	DRVR	INJC	32	M	OR-Y	OR<25	000	000	00	
								31.31	IP		06	UNKNOWN	N	N	DRY	REAR	PRVTE	N	01	DRVR	INJC	32	M	OR-Y	OR<25	000	000	00	
								31.31				0	0	N	DAY	INJ	PSNGR CAR	N -S	01	DRVR	INJC	32	M	OR-Y	OR<25	000	000	00	
00324	Y	N	N	N	N	09/28/2010	MALHEUR	1 02	MN 0	0	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	01	DRVR	INJB	17	F	OR-Y	OR<25	000	000	00	
								31.31	3P		06	UNKNOWN	N	N	DRY	REAR	PRVTE	N	01	DRVR	INJB	17	F	OR-Y	OR<25	000	000	00	
								31.31				0	0	N	DAY	INJ	PSNGR CAR	S -N	01	DRVR	INJB	17	F	OR-Y	OR<25	052,047	000	000	32,01
00187	N	N	N	N	N	06/02/2011	MALHEUR	1 02	MN 0	0	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	0	01	DRVR	NONE	54	F	OR-Y	OR<25	000	000	00	
								31.31	3P		03	STOP SIGN	N	N	DRY	ANGL	PRVTE	N	01	DRVR	NONE	54	F	OR-Y	OR<25	000	000	00	
								31.31				0	0	N	DAY	PDO	PSNGR CAR	W -E	01	DRVR	NONE	54	F	OR-Y	OR<25	000	000	00	
00138	N	N	N	N	N	05/23/2012	MALHEUR	1 02	MN 0	0	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	0	01	DRVR	NONE	20	M	OR-Y	OR<25	000	000	00	
								31.31	11A		03	STOP SIGN	N	N	DRY	TURN	PRVTE	N	01	DRVR	NONE	20	M	OR-Y	OR<25	000	000	00	
								31.31				0	0	N	DAY	PDO	PSNGR CAR	W -N	01	DRVR	NONE	20	M	OR-Y	OR<25	000	000	00	
00343	Y	N	N	N	N	10/29/2012	MALHEUR	1 02	MN 0	0	INTER	CROSS	N	N	FOG	ANGL-OTH	01 FARM	0	01	DRVR	NONE	58	M	OTH-Y	N-RES	000	000	00	
								31.31	8A		03	STOP SIGN	N	N	WET	TURN	TRUCK	N	01	DRVR	NONE	58	M	OTH-Y	N-RES	000	000	00	
								31.31				0	0	N	DAY	INJ	PSNGR CAR	N -S	01	DRVR	INJC	42	M	OTH-Y	N-RES	000	000	00	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

**PROJECT 78 – INDUSTRIAL LANDS
ALTERNATIVE INFRASTRUCTURE COSTS**

An initial infrastructure cost estimate of \$28,200,200 from the Public Works Department for the Rail Dependent Lands was prepared on January 16, 2013. This document examines an alternate infrastructure cost estimate that would include providing access to the site on SW 4th Street south from SW 18th Avenue. The City of Ontario provide only for domestic water and sewer, and assists the developer with obtaining water rights for their industrial usage. The City would also explore options available for industrial wastewater disposal. This alternative could significantly reduce the cost requirements to the City and eliminate the need for water treatment upgrades and the sewer infrastructure required to provide for the industrial water and wastewater. This alternative also eliminates the need for the developer to utilize the City's more expensive treated potable water for a lower quality industrial water.

The water and sewer infrastructure currently located in SW 4th Street south of SW18th Avenue is more than adequate to meet the domestic needs of the proposed Industrial Developer. The domestic needs of the developer are such that it would not overload the capacities of the water treatment plant nor the wastewater treatment plant. Therefore, the City would not require capital to upgrade either of these facilities. However, System Development Charges for water and sewer would apply and be based upon the size of the water service required.

Access to the site would be from Highway 201 on SW 18th Avenue to SW 4th Street then south on SW 4th Street to Island Road. The potential to use Railroad Avenue to access Highway 201 was examined. ODOT states this would not be approved as Railroad Avenue intersects Highway 201 next to a railroad crossing which does not allow enough stacking room for traffic traveling north on Highway 201 attempting to turn right on Railroad Avenue. In order to utilize Railroad Avenue the intersection with Highway 201 would have to be moved north of its present location a considerable distance to allow sufficient separation from the railroad crossing. This would require the procurement of easements and approval from ODOT which could be costly and time consuming.

PROJECT 78 COST ESTIMATE

The SW 4th Street Alternative for providing water, wastewater, and transportation infrastructure necessary to serve the 267 acres south of Island Road to Railroad Avenue between Alameda Avenue and the railroad tracks which is referred to as Project 78 is outlined below.

The domestic water infrastructure would require a water main from the 12-inch water line in SW 4th Street to the Industrial facility. To provide adequate fire protection, an on-site 2 million gallon reservoir with booster facilities would be required.

The domestic wastewater infrastructure would require a gravity sewer main from the 12-inch sewer line in SW 4th Street to the Industrial facility.

The transportation infrastructure would require reconstruction of SW 18th Avenue from Highway 201 to SW 4th Street in addition to construction on SW 4th Street in order to adequately serve the site.

The following table outlines the costs for these infrastructure improvements.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>\$/UNIT</u>	<u>TOTAL</u>
1	Mobilization, Administration, Bonds & Insurance	Ea	1		<u>\$490,000</u>
Water System					
Elements					
2	12" Pipeline	L.F.	1,945	\$100	\$194,500
3	Tie ins and interconnect 2 Mil Gal Steel Water	Ea	1	\$5,000	\$5,000
4	Storage Tank	Ea	1	\$2,400,000	<u>\$2,400,000</u>
Water Elements Subtotal					\$2,599,500
Wastewater					
Elements					
5	12" Sewer Main	L.F.	1,900	\$100	<u>\$190,000</u>
Wastewater Elements Subtotal					\$190,000
Transportation					
Elements					
6	SW 18th Ave Hwy 201 to SW 4th St.	L.F.	9,112	\$700	\$6,378,400
7	SW 4th St - 18th Ave to E Island Rd.	L.F.	2,575	\$700	<u>\$1,802,500</u>
Transportation Elements Subtotal					\$8,180,900
Estimated Construction Costs					\$11,460,400
Engineering Costs					\$1,719,600
Total Estimated Costs					<u>\$13,180,000</u>

Note: The transportation costs for SW 4th Street can be reduced somewhat due to Deferred Improvement Agreements with other property owners adjacent to the street.

PROJECT 78
INDUSTRIAL WATER AND WASTEWATER

A cursory investigation indicates that a feasible alternative for providing industrial water to the Project 78 development would be from the Snake River which is located approximately one-half mile east of the site. This would require either wells drilled adjacent to the Snake River or a direct river intake, pumps to deliver the water to the industrial site, a pipeline from the pumps to the site, and a railroad undercrossing.

The developer would also need a water right. As a municipality, the City of Ontario generally has a priority for water rights. A recent internal assessment indicates that the City would have sufficient Snake River water rights for the first phase of the development. We have discussed this internally and the City, with Council approval, would likely be in a position to provide these rights at a modest to no cost. The advantage here is that the ability to transfer water rights to a land adjacent to the City is a fairly straightforward process with the Department of Water Resources. This type of arrangement would allow a period of about four years to secure either expanded water rights through the municipality or for the developer to work through the process and protocols for securing their own rights or supplemental rights. The City of Ontario is eager to work through these issues as an active partner to the developer.

There are a few options for disposal of the Industrial Wastewater. These include reuse of the wastewater, storage and land application, treatment and discharge to the river. The last option would be expensive and time consuming due to regulatory requirements. The City of Ontario has experience with storage and land application and is more than willing to assist the developer in exploring this option. It is recommended that the developer consider reuse options so the amount of wastewater to land apply is reduced.

Bob Walker/Jerry Elliott
Ontario Public Works Department
November 26, 2013

PLANNING COMMISSION & CITY COUNCIL AGENDA REPORT

Monday, December 16, 2013

7:00 p.m.

Contents

I. GENERAL INFORMATION:.....	2
II. SUMMARY & BACKGROUND:	3
Proposal.....	4
Supporting Documentation	4
Proposed Annexation and Zone Change Area:	5
Proposed Comprehensive and Zoning Map Amendments.....	6
III. PREVIOUS PLANNING COMMISSION ACTION:.....	6
IV. APPLICABLE CRITERIA AND STANDARDS:	6
A. Joint Management Agreement Procedural Requirements.....	6
B. Comp Plan / Zoning Map Amendment Criteria	7
C. Annexation Requirements	9
V. SUMMARY CONCLUSION AND STAFF RECOMMENDATION	10
VI. SUGGESTED MOTIONS FOR CONTINUANCE	11
VII. NEXT STEPS	12

I. GENERAL INFORMATION:

TO: Ontario Planning Commission & Ontario City Council

FROM: Marcy Skinner, Planning and Zoning Technician
Jesse Winterowd, Winterbrook Planning

THROUGH: Jay Henry, City Manager

SUBJECT: LAND USE ACTION #2013-10-08 CPAMD, ORDINANCE #2687-2013:

- Expand the Ontario Urban Growth Area (UGA) to include approximately 248 tax lot acres and 22 acres of street (Alameda Street and Island Avenue) and railroad (Oregon Eastern and Union Pacific) right-of-way to meet identified rail-dependent industrial land needs;
- Amend the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs;
- Amend the Comp Plan to include a policy to protect the rail-dependent industrial site for its intended purpose by establishing a 50-acre minimum parcel size and limiting the use of this site to uses that require direct rail access;
- Annex the rail-dependent industrial site to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Heavy Industrial (I-2) zone to the 248-acre site;
- Annex four intervening tax lots (28.1 acres) and approximately 2.3 acres of SW 4th Street right-of-way between the industrial site and existing city limits and assign Heavy Industrial (I-2) zoning to the annexed parcels;
- Amend to Ontario Transportation System Plan (TSP) to designate SW 4th Street south of 18th Avenue as a major collector street and address and mitigate for transportation impacts from the proposed UGA expansion that are identified in the Transportation Impact Study found in Exhibit 4, Appendix D.

SUBJECT PROPERTIES: As shown on Map 1 below, the proposed rail-dependent UGA expansion area (248 acres) is bordered by Island Avenue to the north, the Oregon Eastern Railroad (OERR) short line to the south, Alameda Drive to the west, and the Union Pacific Railroad (UPRR) to the east. The site is entirely within the acknowledged Ontario Urban Reserve Area (URA) and designated for future rail-dependent industrial use.

The four intervening parcels (28.1 acres) and proposed for annexation and zone change are located between the rail-dependent industrial site and the current city limits, adjacent to and east of SW 4th Street. The SW 4th St ROW adjacent to the intervening properties is also proposed for inclusion within the UGA and annexation; this ROW covers approximately 2.3 acres.

APPLICANT/PROPERTY OWNER: The City of Ontario initiated this application. The City's address is 581 SW 33rd Street, Ontario, Oregon 97914. Property owner consent to annex agreements (when signed) will be included in Exhibit 4, Appendix F.

STAFF REPORT DATE: December 9, 2013

II. SUMMARY & BACKGROUND:

The primary purpose of this application is to provide a serviceable, rail-dependent industrial site to attract employment to the City of Ontario. The annexation of UGA properties between the existing City Limits and the proposed UGA expansion area is also proposed.

The Ontario Comprehensive Plan (updated in 2007) and the Ontario Urbanization Study (adopted in 2007) provided the factual basis for the 2007 establishment of a 50-year Urban Reserve Area (URA) by the City of Ontario and Malheur County. These plans identified major 20-year land deficits in two categories: (1) industrial land, and (2) public facilities land (mostly to meet identified park needs).

Comprehensive Plan Policy 10-14-8-3 commits the City to periodically expand the Urban Growth Area (UGA) to maintain a continuous 20-year land supply:

Ontario will periodically expand the Urban Growth Boundary (UGA) to maintain a continuous, 20-year supply of buildable land for employment, housing and public/semi-public needs.

Comprehensive Plan Policy 10-14-8-7 designates land specifically for rail-dependent industrial reserve use at the terminus of the OERR with the UPRR mainline.

Since the Malheur County Rail Study was completed in 2006, the City of Ontario and Malheur County have recognized the need one or more large, rail-dependent industrial sites within the Ontario UGB. The Second Addendum to the Ontario Urbanization Study (Exhibit 4, Appendix A) justifies the need for a 250-acre rail-dependent site within the rail-dependent industrial reserve area at the east terminus of the OERR short line. Because the proposed rail-dependent industrial site is within the acknowledged Ontario Urban Reserve Area (URA), this area is the “highest priority” classification for inclusion within the UGA under ORS 197.298, Priorities for urban growth boundary expansion. As documented in Exhibit 4, Appendix E, this area can be provided efficiently with public and private facilities necessary to support planned development. As documented in Exhibit 4, Appendix D, development of this site, with proposed mitigation measures, will not adversely affect state or local transportation facilities.

In addition to its commitment to providing high-paying manufacturing jobs, Ontario has a strong commitment to protecting its agricultural economy by maintaining its regional irrigated rural land supply. The excellent farmland within Ontario’s URA originally was desert; irrigation is required to make this and other farm land in Malheur County productive. To ensure that there is no net loss in irrigated agricultural land as a result of this (or future) UGA expansion proposals, Ontario and Malheur County adopted a plan policy earlier this year to ensure that irrigation rights from agricultural land brought into the Ontario UGA are transferred to nearby farm land without comparable irrigation rights. Such water rights transfer will be ensured through agreements between property owners and responsible water districts –and through signed annexation agreements between property owners and the City of Ontario. Four properties served

by SW 4th Street are located between the rail-dependent industrial site and the existing city limits. These intervening properties are proposed for annexation and zone change from URA Industrial to City Heavy Industrial (I-2).

Proposal

The specific land use proposal is for the following:

- Expand the Ontario Urban Growth Area (UGA) to include approximately 248 tax lot acres and 22 acres of right-of-way (Alameda Street and Island Avenue) and railroad (Oregon Eastern and Union Pacific) to meet identified rail-dependent industrial land needs.
- Assign an Industrial Comp Plan designation with a 50-acre minimum parcel size to the 248-acre industrial site to meet site suitability requirements for rail-dependent industrial users.
- Amend the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs.
- Annex the rail-dependent industrial site to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Heavy Industrial (I-2) zone to the 248-acre site;
- Annex four intervening tax lots (28.1 acres) and approximately 2.3 acres of SW 4th Street right-of-way between the industrial site and the existing city limits and assign Heavy Industrial (I-2) zoning to the annexed parcels;
- Amend to Ontario Transportation System Plan (TSP) to designate SW 4th Street south of 18th Avenue as a major collector street and address and mitigate for transportation impacts from the proposed UGA expansion.

Supporting Documentation

LAND USE MAP:	MAP 1: Annexation and Plan / Zone Change Area
EXHIBITS:	Exhibit 1: Staff Report (this document)
	Exhibit 2: Joint Technical Review Committee Meeting Minutes
	Exhibit 3: Public Notice documentation
	Exhibit 4: UGA & Comprehensive Plan Amendment Justification
	Appendix A: Second (2013) Addendum to the 2007 Ontario Urbanization Study
	Appendix B: Proposed Comprehensive Plan Text and Policy Amendments
	Appendix C: Proposed TSP Amendments*
	Appendix D: Transportation Impact Study (TIS – Lancaster Engineering)*
	Appendix E: Public Facilities Report (Ontario Public Works)*
	Appendix F: Annexation Information and Signed Annexation Agreements*

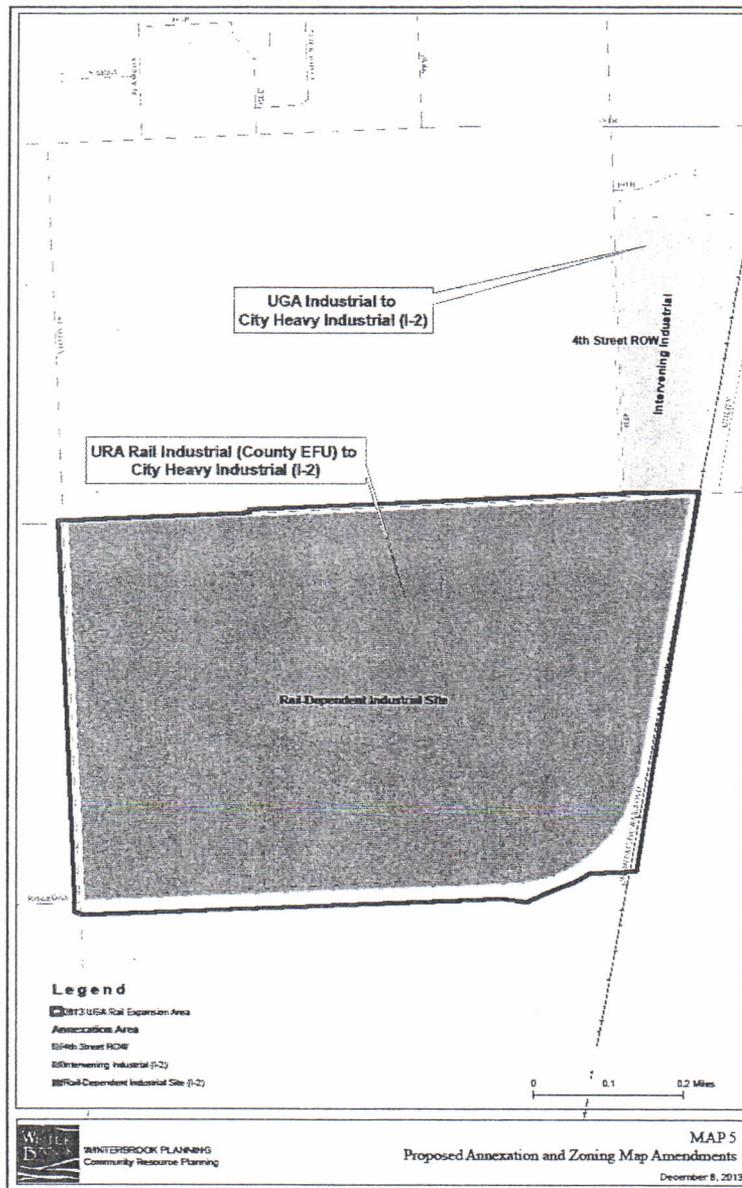
*Staff Note: The Public Facilities Analysis, Transportation Impact Study and Signed Annexation Agreements for the subject properties were not completed at the time this staff report was mailed. Oregon statutes require that staff reports be available at least seven days prior to the public hearing. Moreover, affected state agencies (notably the Oregon Department of Transportation and the Oregon Department of Land Conservation & Development) will not have had adequate time to review these important documents. Based on research conducted to date, staff is confident that the subject properties can be

efficiently provided with sanitary sewer, water and transportation facilities. However, the lack of the formal reports and signed annexation agreements leads staff to recommend that the public hearing be continued until January 20, 2014. Please see recommended motion at the end of this staff report.

Proposed Annexation and Zone Change Area:

Map 1 (Map 5 in Exhibit 4), inserted below and attached in larger format to this document, shows the proposed annexation and Comp Plan / Zone Change areas.

Map 1: Comp Plan / Zoning Map of Subject Properties



Proposed Comprehensive and Zoning Map Amendments

This staff report supports the proposed UGA amendment, Comprehensive Plan amendments, TSP amendment, annexation to the City and amendment of the Comprehensive Plan and Zoning Map for the subject parcels – from URA Rail Industrial and UGA Industrial to City Heavy Industrial.

III. PREVIOUS PLANNING COMMISSION ACTION:

Nothing substantive on this request.

IV. APPLICABLE CRITERIA AND STANDARDS:

Zone changes (including changes to the UGA boundary) must meet the requirements of Section 10-20-30 of the OZO, including applicable Comp Plan policies, Statewide Planning Goals and Administrative Rules. Annexations must meet the statutory requirements of ORS 222. Annexations and zone changes for property outside the existing city limits are subject to the procedural requirements of the Ontario – Malheur County Urban Growth Management Agreement (UGMA).

A. Joint Management Agreement Procedural Requirements

The City of Ontario and Malheur County Joint Growth Management Agreement (GMA) requires review and comment by a “Joint Technical Review Committee” (JTRC) prior to the preparation of staff reports or administrative decisions.

- 4) *A Joint Technical Review Committee (JTRC) shall be established by the City and the County to coordinate land use decisions in the UGA and URA.*
 - a) *At a minimum, the JTRC will consist of representatives from the planning and public works staffs of the City and the County. In addition, other representatives may participate as appropriate, including, but not limited to, the County Sanitarian, County Assessor, public safety officials, economic development officials and representatives from special districts such as school districts or irrigation districts. The chair of individual meetings shall be the Planning Director from the jurisdiction with lead authority for the issues under review.*
 - b) *The JTRC shall review all land use applications prior to the preparation of a staff report or administrative decision. The purpose of this review is to identify and agree on applicable policies and development standards and specific issues to be addressed by the applicant. This review may occur prior to the submission of an application, similar to a pre-application conference.*

Staff Findings: A JTRC meeting was held on November 6, 2013 to review this proposal. The meeting held via phone conference and was chaired by Planning Technician Marcy Skinner. In attendance were:

City Staff

- Larry Sullivan City Attorney
- Bob Walker Public Works Director

- Al Higinbotham Fire Chief
- Dan Shepard Engineering Department
- Bret Turner Project Manager
- Alan Daniels Chief Innovations Officer

Other Attendees

- Clayton Kramer Rural Fire District
- Alvin Scott Malheur County Planning
- Tom Edwards Malheur County Surveyor
- Jeff Wise Rural Road District #3
- Eric Evans Malheur County Environmental Health

By Phone

- Grant Young DLCD Representative
- Greg Winterowd Winterbrook Planning
- Jesse Winterowd Winterbrook Planning

The JTRC supported the project provided that adequate street and utility improvements are made; no objections were raised. Exhibit 2 contains the JTRC meeting minutes.

B. Comp Plan / Zoning Map Amendment Criteria

Section 10B-20-30 REQUIRED FINDINGS, DECISION CRITERIA. In preparing findings to support a quasi-judicial zoning map amendment decision, the following findings shall be addressed except when alternatives are set forth or where a required finding clearly does not apply to the current action:

- a. *The zoning map amendment is in conformance with statewide planning goals and guidelines.*

Staff Findings: UGA amendment justification and findings are attached as Exhibit 4 to this document. As described in detail in Exhibit 4, the proposed UGA expansion to include rail-dependent industrial lands meets identified needs for targeted rail-dependent industrial firms identified in the Ontario EOA, and therefore is consistent with Statewide Planning Goal 9 (Employment) and Need Factors 1 and 2 of Goal 14 (Urbanization).

Exhibit 4, Section 4 (Statewide Goal Consistency Analysis) indicates conformance with all applicable statewide planning goals. Exhibit 4, Section 5 shows conformance with all applicable City comprehensive plan goals and policies.

- b. *The zoning map amendment is in conformity with the acknowledged comprehensive plan.*
- c. *The applicant has demonstrated a mistake or error in the original zone designation or the applicant has demonstrated a change in physical,*

social or market conditions generally affecting the area which make the proposed change appropriate.

- d. A public need is demonstrated for this zoning at this location and is not the granting of a special privilege for a single property or small group of properties.*
- e. The property affected by the change is adequate in size and shape to facilitate its use and development as permitted under the new zoning classification.*

Staff Findings: As discussed extensively in Exhibit 4, the proposed UGA amendment and zone change provides sufficient land to meet identified rail-dependent industrial siting needs. The proposal is consistent with and builds on existing plans for the proposed expansion area – the proposed rail-dependent industrial site is URA Rail Industrial, and the intervening area also proposed for annexation is UGA Industrial.

- f. The property affected by the proposed change of zone is properly related to streets and public facilities and with services adequate to meet the demands of the uses allowed in the new zone.*

Staff Findings: The Development Services Director has shown that the subject parcels can be efficiently provided with adequate public facilities in Exhibit 4, Appendix E. The proposed TSP amendment (re-classification of SW 4th Street from a local street to a major collector – Exhibit 4, Appendix C) will ensure that street capacity is consistent with planned demands.

- g. The proposed zoning map change will not result in adverse effects upon surrounding properties or surrounding uses from dust, noise, vibration, odor, heat, glare, lighting, or discharges into the air, water or land.*

Staff Findings: The proposed zoning map changes are consistent with urban reserve and comprehensive plan designations for the subject parcels. The subject parcels are adjacent to railroad lines, developed industrial land, and undeveloped URA land that currently is in farm use – all uses that are generally compatible with heavy industrial development. Potential adverse impacts from industrial development are mitigated by City development standards for heavy industrial zoning, and by EPA clean air and water requirements.

Recommended Findings of Fact:

Criteria a & b: As this is a Comprehensive Plan Amendment to change zoning classification, the amendment itself must be shown to be consistent with the Comp Plan and with applicable Statewide Planning Goals. The above section of this report shows the proposed rezone to be consistent with the Comp Plan and the Goals.

Criteria c & d. The City Public Works Director has prepared a public facilities analysis (Exhibit 4, Appendix E) demonstrating (a) that the City can serve the subject parcels plus

land already within the City Limits, and (b) explaining how sewer and water services can be extended to serve the subject parcels. The TIS will be coordinated with ODOT and will include recommended measures to ensure that identified impacts to state and local transportation facilities are adequately mitigated.

C. Annexation Requirements

Properties Proposed for Annexation

Table 1 on the following page lists properties proposed for annexation.

Except for the SW 4th Street ROW, all annexed properties will be assigned City Heavy Industrial zoning.

Table 1: List of Properties Proposed for Annexation to the City of Ontario

Tax Ref #	Tax Assessor's Map	Tax Lot #	Acres	Owner
Intervening Properties East of SW 4th Street (30.4 Acres)				
18497	18S4716A	600	4.0	Evans Grain
18340	18S4716A	700	8.1	Evans Grain
15205	18S4716A	900	8.2	Weaver
7780	18S4716A	1100	7.8	Weaver
SW 4 th Street Right-of-Way			2.3	Malheur County
Rail Dependent Industrial Properties (248 Acres)				
7787	18S4716	1400	0.2	Navarrete
7788	18S4716	1500	0.3	Navarrete
7786	18S4716	1600	19.1	Duyn/Navarrete
7789	18S4716	1800	57.6	Kameshige
7790	18S4716	1800	0.9	Kameshige
7791	18S4716	1300	79.0	Duyn/Navarrete
7792	18S4716	1200	40.2	Duyn/Navarrete
7793	18S4716	1100	47.6	Duyn/Navarrete
7841	18S4721 (northern portion)	200	3.0	Treasure Valley Renewable Resources

Annexation Review Criteria

1. *10B-45-10 INITIATION OF ACTION. When a person, authorized by statute, wishes to extend the city's boundaries, an application on forms supplied by the city shall be filed with the Planning Director and which include: annexation consent forms, by the property owners, and by tenants if required by law or court decision; request for a change in zoning map designation, or plan change if required; request for other quasi-judicial action if required; fees, and other exhibits and requirements for a quasi-judicial action as set forth in this Title. All land use actions associated with the annexation shall be consolidated, as feasible, and one fee paid.*

2. *Oregon Revised Statute 222.125: Annexation by consent of all owners of land and majority of electors; proclamation of annexation. The legislative body of a city need not call or hold an election in the city or in any contiguous territory proposed to be annexed or hold the hearing otherwise required under ORS 222.120 when all of the owners of land in that territory and not less than 50 percent of the electors, if any, residing in the territory consent in writing to the annexation of the land in the territory and file a statement of their consent with the legislative body. Upon receiving written consent to annexation by owners and electors under this section, the legislative body of the city, by resolution or ordinance, may set the final boundaries of the area to be annexed by a legal description and proclaim the annexation.*

1. Exhibit 4, Appendix F will include the signed annexation agreements.

2. Provided that the intervening properties (Tax Lots 600, 700, 900 and 1400) have signed annexation agreements, they are annexable because they (a) lie inside the UGA boundary, (b) are contiguous with the current City Limits, and (c) can be readily provided with urban services. Malheur County has signed an annexation agreement for the SW 4th Avenue ROW (Exhibit 4, Appendix F).

3. Provided that the rail-dependent industrial properties (Tax Lots 1100, 1200, 1300, 1400, 1500, 1600, 1800 and 200) have signed annexation agreements, they are annexable because they (a) will become part of the Ontario UGA as a result of this action, (b) are contiguous with the SW 4th Avenue ROW and intervening properties listed below, and (c) can be readily provided with urban services as documented in Exhibit 4, Appendices D and E.

V. SUMMARY CONCLUSION AND STAFF RECOMMENDATION

Staff recommends that the Planning Commission and City Council open the public hearing and take public testimony of this consolidated land use application.

Upon State Agency concurrence with the Public Facilities Analysis (Exhibit 4, Appendix E), the Transportation Impact Analysis (Exhibit 4, Appendix D), and receipt of signed annexation agreements (Exhibit 4, Appendix F), staff is prepared to recommend approval of the land use application.

However, because these reports and annexation agreements were not available for public or state agency review prior to the mailing of the staff report in December 7, 2013, **staff recommends that the public hearing for these items be continued until January 20, 2014** (the second regularly-scheduled City Council meeting in January). This continuance will allow sufficient time for ODOT and DLCD to review and comment on the public facilities and transportation impact analyses, and to allow staff sufficient time to work with property owners to determine their annexation preferences.

VI. SUGGESTED MOTIONS FOR CONTINUANCE

A. Suggested Planning Commission Motion

I move that the Planning Commission continue the public hearing on **ACTION 2013-10-08 CPAMD** to January 20, 2014. The purpose of this continuance is to allow public and agency testimony on incomplete items in Exhibit 4, Appendices D (Transportation Impact Study), E (Public Facilities Analysis and F (Annexation Agreements).

Public testimony at the continued public hearing will be limited to the above-mentioned technical items and any implications they may have to approval, denial or approval with conditions of ACTION 2013-10-08 CPAMD.

B. Suggested City Council Motion

I move that the City Council continue the public hearing on **ACTION 2013-10-08 CPAMD** to January 20, 2014. The purpose of this continuance is to allow public and agency testimony on incomplete items in Exhibit 4, Appendices D (Transportation Impact Study), E (Public Facilities Analysis and F (Annexation Agreements).

Public testimony at the continued public hearing will be limited to the above-mentioned technical items and any implications they may have to approval, denial or approval with conditions of ACTION 2013-10-08 CPAMD.

VII. NEXT STEPS

If the Planning Commission and City Council decide to continue the public hearing on this matter, the review, local adoption and Land Conservation and Development acknowledgment process should work as follows:

- The Planning Commission and City Council will hear public testimony regarding this application on December 16, 2013.
- The joint public hearing will be continued until a date certain (staff recommends January 20, 2014) to allow sufficient time for public and agency review and comment on the Public Facilities Analysis (Exhibit 4, Appendix E), the Transportation Impact Study (Exhibit 4, Appendix D), and signed annexation agreements (Exhibit 4, Appendix F).
- A revised staff report, completed Exhibit 4 Appendices (D, E and F), public and agency comments, and Ordinance #2687-2013 (adopting this rail-dependent industrial UGA expansion and associated comprehensive plan text and map amendments).
- If the Planning Commission recommends approval (or approval with conditions), the City Council will consider and vote on the proposed Ordinances. Council changes will be noted and included in the final ordinances and exhibits to both Ordinances.
- The Mayor would then sign the ordinance and Winterbrook will work with City Planning staff to forward the adopted UGA amendments to Malheur County for its review.
- It is anticipated that the Malheur Planning Commission will hold a public hearing on this matter on December 19, 2013. It is our understanding the County staff will recommend that this public hearing be continued to a date certain. Since the County Planning Commission meets the fourth Thursday of each month, the likely continuance date will be January 23, 2014.
- A public hearing before the County Court is scheduled for January 8th, 2014; this public hearing will also be continued to a date certain to allow time to consider the Malheur Planning Commission recommendation on this matter. Since the County Court meets each Wednesday, the likely continuance date will be January 29, 2014.
- If Malheur County co-adopts Ontario's proposal, Winterbrook and City staff will work with DLCD representative Grant Young to prepare the notice to the Department of Land Conservation & Development of final local decision.
- If the DLCD Director approves the proposed UGA amendments (and there are no objections from participating parties), the City and County ordinances will be "acknowledged" and in effect.

City of Ontario Joint Technical Review Committee (JTRC) Meeting

DATE 11/6/2013
 TIME 1:30PM

Rail Dependent Industrial Lands-Project 78

- 245 Acres north of Railroad Avenue
- The project is expected to use 5 million gallons of water per day
- Domestic water is not necessary for processing, it may be possible to use the water from the Snake River (it was discussed that TMDL restricts discharge to the Snake River)
- The sanitary sewer may need to go to lagoons onsite, there is not currently enough capacity (Bob suggested an adjacent system for a lesser cost) we can handle 30,000 gallons per day of domestic wastewater
- possible land applying irrigation for waste disposal of process water
- A PW memo is required by the consultants for the domestic sewer and water
- ODOT won't allow using Railroad Avenue unless extended to the north (which isn't feasible)
- ODOT recommended using SW 4th Street to SE 2nd Street (will be improved by STIP funding)
- The consultants needed to know if there was enough ROW on SW 4th Street, check TSP
- They also needed to know what paving standard would be used from the site going to SW 18th Avenue (should be designed for trucks)
- A signal light at SW 4th Street and SW 18th Avenue was discussed
- Alan Daniels stated that the SDCs on this project would be significant
- A possible Deferred Improvement Agreement (DIA) was discussed for all users
- The street should be built fully including sidewalks as it's anticipated to have many employees
- A late comer's fee may be needed to repay the developer
- Alan Daniels mentioned 1.3 miles along SW 18th Avenue to possibly receive STIP monies
- A usage-based LID was discussed
- Larry Sullivan said that they could not force adjacent property owners into an LID
- Alan Daniels stated that he had talked to the property owners about annexation agreements
- The transferring of irrigation rights will not be necessary on the intervening properties
- It was suggested that the annexation NOT be run as an emergency clause
- DEQ permits- an air quality discharge permit would take a year to receive (Salem is good with this project)

City of Ontario Staff Present

Bob Walker	PW Director	541-881-3231	bob.walker@ontariooregon.org
John Bishop	Operations Manager	541-889-8572	john.bishop@ontariooregon.org
Dan Shepard	Engineering	541-881-3238	dan.shepard@ontariooregon.org
Bret Turner	PW Project Manager	541-889-8572	bret.turner@ontariooregon.org
Alan Daniels	Economic Development	541-212-1676	alan.daniels@ontariooregon.org
Al Higinbotham	Fire Chief	541-881-3230	al.higinbotham@ontariooregon.org
Marcy Skinner	Planning & Zoning Tech	541-881-3224	marcy.skinner@ontariooregon.org
Larry Sullivan	City Lawyer		

Others Present

Clayton Kramer	Rural Fire District
Alvin Scott	Malheur Co Planning
Tom Edwards	Malheur Co Surveyor
Jeff Wise	Rural Road District #3
Eric Evans	Malheur Co Environmental Health

By Phone

Grant Young
Winterbrook

DLCD Representative
Greg & Jesse from Winterbrook



November 26, 2013

NOTICE OF CITY & COUNTY PUBLIC MEETINGS

PUBLIC HEARINGS:

Monday, December 16, 2013 at 7:00 p.m.
Joint City of Ontario Planning Commission and City Council meeting located at:
Ontario City Hall, 444 SW 4th Street, Ontario OR 97914

Thursday, December 19, 2013 at 7:00 p.m.
Malheur County Planning Commission meeting located at:
Ontario City Hall, 444 SW 4th Street, Ontario OR 97914

Tuesday, January 8, 2013 at 9:00 a.m.
County Court meeting located at:
Malheur County Courthouse, Room #107, 251 B Street W, Vale OR 97918

The City and County will consider the following matters concerning Treasure Valley Community College. City of Ontario Planning File 2013-10-07CPAMD (Ord #2686-2013) and Malheur County File No. 2013-11-007 (Ord # 201); and

The City and County will also consider the following matters concerning Industrial Lands. City of Ontario Planning File 2013-10-08CPAMD (Ord #2687-2013) and Malheur County File No. 2013-11-008 (Ord #202).

SUBJECT: TREASURE VALLEY COMMUNITY COLLEGE- UGA TO CITY PUBLIC FACILITY CITY FILE 2013-10-07 CPAMD (ORD #2686-2013) AND COUNTY FILE 2013-11-007 (ORD #201):

Treasure Valley Community College (TVCC) proposes to expand the Ontario Urban Growth Area (UGA) in order to annex the Livestock Center, consistent with the adopted TVCC Master Plan. The proposal would allow extension of urban sanitary sewer and water services to the 3.7-acre site.

The proposed site is adjacent to the UGA, is designated "urban reserve" and therefore is first priority for UGA expansion (ORS 197.298), is already developed, and abuts city sewer and water lines.

Proposal

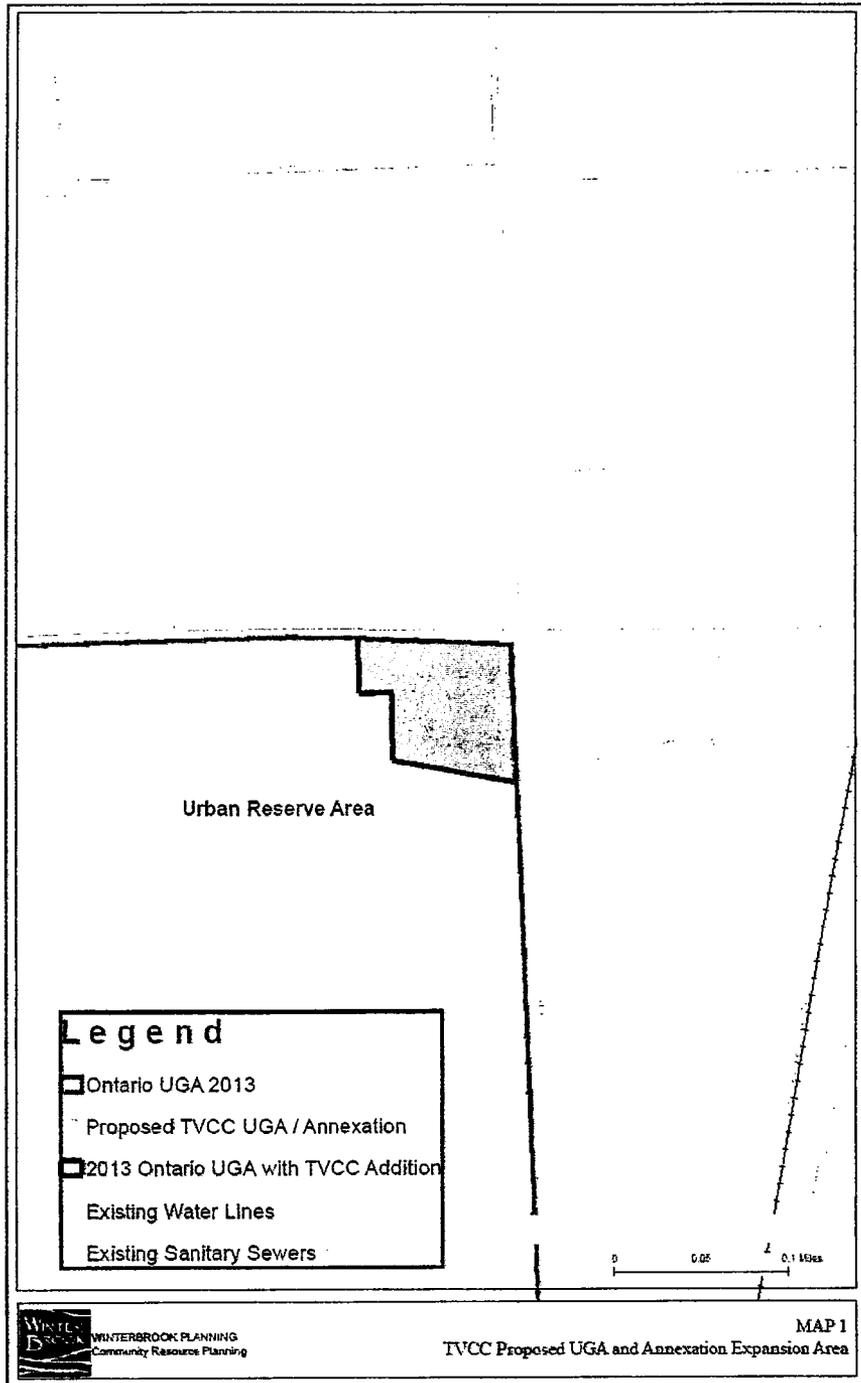
The proposal is for the following:

- Expand the Ontario Urban Growth Boundary (UGA) to include 3.7 acres to meet identified TVCC Master Plan and Public Facility land needs identified in the Ontario Comprehensive Plan.
- Assign a Public Facility comprehensive plan designation.
- Annex the UGA expansion area to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Public Facility (PF) zone¹ to the site.

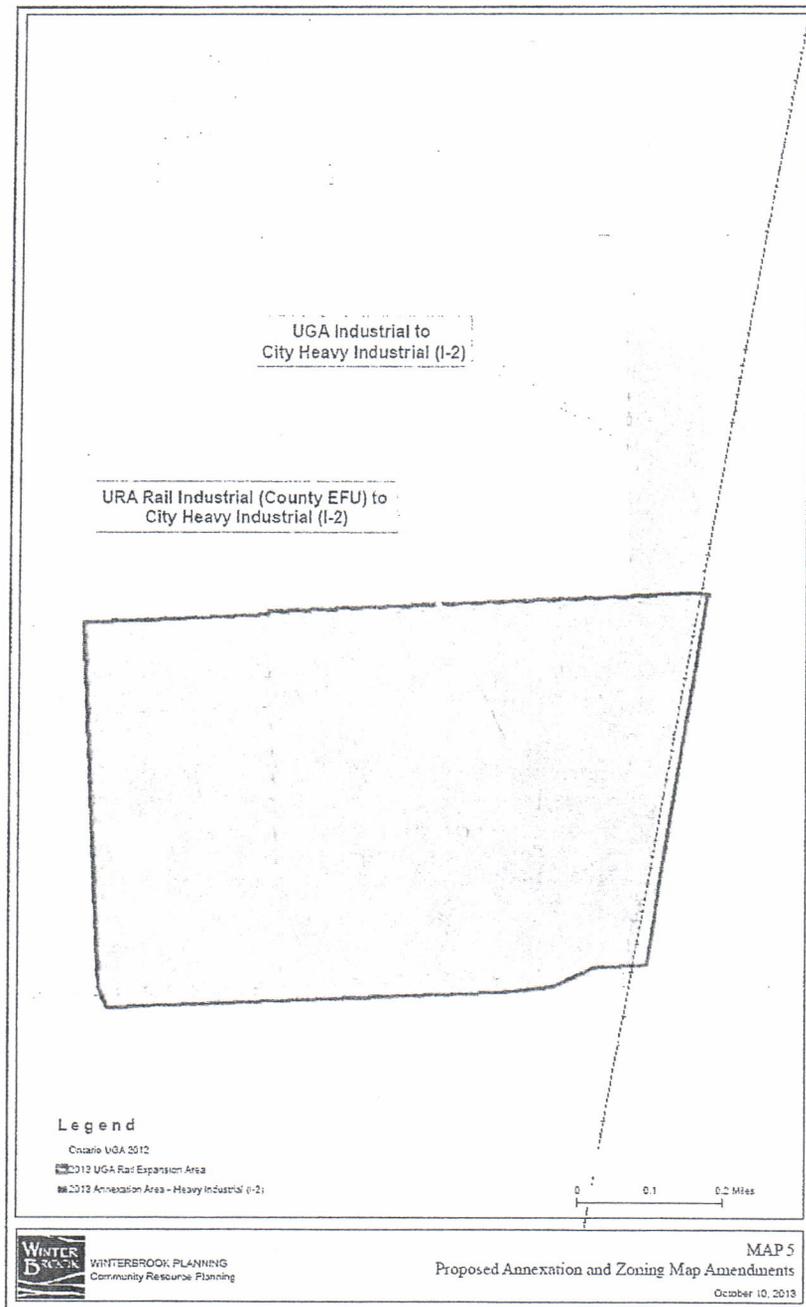
Proposed Annexation and Zone Change Area:

Map 1 below and attached in larger format to this document, shows the proposed annexation and Comp Plan / Zone Change area.

Map 1: Comp Plan / Zoning Map of Subject Properties



Map 1: Comp Plan / Zoning Map of Subject Properties



UGA Expansion Area Description

As shown on the map attached, the proposed UGA expansion area is:

- located at the northeast intersection of Oregon Highway 201 (a major arterial) and SW 18th Avenue (a minor arterial) – across Hwy 201 from the Ontario Municipal Airport.
- entirely within the acknowledged Ontario Urban Reserve Area (URA).
bordered on three sides by the acknowledged Ontario UGA and separated from Agricultural / URA land on the fourth side by SW 18th Avenue – a minor arterial street.

SUBJECT: INDUSTRIAL LANDS- UGA TO CITY HEAVY INDUSTRIAL (I-2)
CITY FILE 2013-10-08 CPAMD (ORD #2687-2013) AND COUNTY FILE 2013-11-008 (ORD #202):

Proposed amendments to the Ontario and County Comprehensive Plans (Comp Plans):

1. Expand the Ontario Urban Growth Boundary (UGA) to include approximately 245 tax lot acres and 30 acres of right-of-way to meet identified rail-dependent industrial land needs.
2. Assign an Industrial Comp Plan designation with a 50-acre minimum parcel size to the 245-acre industrial site to meet site suitability requirements for rail-dependent industrial users.
3. Amend the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs.
4. Annex the UGA expansion area to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Heavy Industrial (I-2) zone to the 245-acre industrial site.
5. Annex four intervening tax lots between the industrial site and existing city limits.
6. Amend to Ontario Transportation System Plan (TSP) to designate minor arterial and collector streets within the UGA expansion area consistent with preliminary TSP designations and address and mitigate for transportation impacts from the proposed UGA expansion.

Proposed Annexation and Zone Change Area:

Map 1 shows the proposed annexation and Comp Plan / Zone Change area.

The decisions will be based on the standards and procedural requirements for hearings as set forth in Titles 8, 10A, and 10B of the City of Ontario Municipal Code, Title 10, Malheur County Code Title 6 Chapters 2, 3A, 3E, 3P & 11, Statewide Planning Goals: Goal 1, Citizen Involvement, Goal 2, Land Use Planning, Goal 3, Agricultural Lands, Goal 9, Economic Development, Goal 11, Public Facilities, Goal 12, Transportation, Goal 14, Urbanization and City of Ontario and Malheur County Growth Management Agreement (2007).

Information submitted by the applicant and the city staff report may be viewed at the City Annex, 458 SW 3rd St, Ontario; copies may be obtained at reasonable cost.

Comments on any or all of these matters may be submitted in writing to the Planning and Zoning Department at the City Hall Annex by 5:00 P.M. on Monday, December 16, 2013. Written or oral testimony may be given at the hearing.

Pursuant to the City of Ontario and Malheur County Growth Management Agreement the county review shall be based on the record made before the city. All evidence must be presented at the city hearings. Inquiries may be directed to: Marcy Skinner, Planning and Zoning Technician, at (541) 881-3224.

ALVARADO, KATHRYN J
2551 ALAMEDA DR
ONTARIO, OR 97914

CALHOUN, JAMES R
2814 ALAMEDA DR
ONTARIO, OR 97914

CARSON, ANTHONY J & MICHELLE R
2575 ALAMEDA DR
ONTARIO, OR 97914

CLAYTON, JIMMIE A & ANN
3868 ALAMEDA DR
ONTARIO, OR 97914

COLEY, CARROLL C & CHARLOTTE L
920 SW 18TH AVE
ONTARIO, OR 97914

DENNEY, MICHELINE M
2600 ALAMEDA DR
ONTARIO, OR 97914

DUYN, WILLIAM J
1402 GRANT ST
GRANITE, OR 97877

ECHANIS DISTRIBUTING CO
P O BOX 236
ONTARIO, OR 97914

ERLEBACH, BRUCE D & TERESA
645 S PARK BLVD
ONTARIO, OR 97914

EVANS GRAIN & ELEVATOR CO
P O BOX 3765
OGDEN, UT 84409

FARMERS SUPPLY COOPERATIVE
514 SW 4TH AVE
ONTARIO, OR 97914

FRAZIER AVIATION LLC
P O BOX 670
ONTARIO, OR 97914

FREY, MICHAEL D
2599 SUNSET DR
ONTARIO, OR 97914

GILLINGHAM, LARRY
2190 S COLE RD
BOISE, ID 83709

GONZALEZ, MANUEL H & SANJUANA
2526 SUNSET DR
ONTARIO, OR 97914

HAMMOND, JOHN G & MARSHA M
4070 FREESE LN
VALE, OR 97918

IIDA, GEORGE & DOROTHY
580 RAILROAD AVE
ONTARIO, OR 97914

JARAMILLO FAMILY TRUST
6341 SW 34TH AVE
PORTLAND, OR 97239

JONES, VICKY
3868 ALAMEDA DR
ONTARIO, OR 97914-8840

KAMESHIGE & SONS INC
1401 SW 18TH AVE
ONTARIO, OR 97914

KATHRINER, CHRISTOPHER P
2501 ALAMEDA DR
ONTARIO, OR 97914

KINNEY INDUSTRIES INC
P O BOX T
ONTARIO, OR 97914

KITAMURA, RICKY L
151 LAUREN DR
ONTARIO, OR 97914

LANE, SHERYL L
1709 WEST ISLAND RD
ONTARIO, OR 97914

MALHEUR COUNTY
251 B ST W
VALE, OR 97918

MC LAY, RANDAL A & MARY ANN
2457 ALAMEDA DR
ONTARIO, OR 97914

NAMBA FARMS INC
1489 SW 4TH ST
ONTARIO, OR 97914

NAVARETTE, RICARDO
718 U S 20-26
ONTARIO, OR 97914

NAVARRETE, DANIEL & STEPHANIE
442 RAILROAD AVE
ONTARIO, OR 97914

NAVARRETE, DANIEL & STEPHANIE
2603 W ISLAND RD
ONTARIO, OR 97914

POINTS, FRANK L & BARBARA J
2415 ALAMEDA DR
ONTARIO, OR 97914

RAY, SARAH M
2440 SUNSET DR
ONTARIO, OR 97914

REYNOLDS, MILTON G
P O BOX 1023
ONTARIO, OR 97914

SIMPLOT, J R CO
P O BOX 27
BOISE, ID 83707

SYPHERS, GARY R & INA
2430 SUNSET DR
ONTARIO, OR 97914

TOP ONIONS USA INC
170 E ISLAND RD
ONTARIO, OR 97914

TREASURE VALLEY COMM COLLEGE
650 COLLEGE BLVD
ONTARIO, OR 97914

TREASURE VALLEY RENEWABLE RESC
1832 WEISER RIVER RD
WEISER, ID 83672

WEAVER, JOHN C & RUTH E
P O BOX 428
PAYETTE, ID 83661

WETTSTEIN, MARK & KELLY
3689 ALAMEDA DR
ONTARIO, OR 97914

WHALEY, TOM R & TRENA A
2576 SUNSET DR
ONTARIO, OR 97914

WILSON, HARLEY W
625 NW 36TH ST
ONTARIO, OR 97914

RESIDENT
2601 W ISLAND RD
ONTARIO, OR 97914

RESIDENT
2000 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
2645 ALAMEDA DR
ONTARIO, OR 97914

RESIDENT
3822 ALAMEDA DR
ONTARIO, OR 97914

RESIDENT
1980 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
2101 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
2177 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
1682 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
104 E ISLAND RD
ONTARIO, OR 97914

RESIDENT
420 RAILROAD AVE
ONTARIO, OR 97914

RESIDENT
3889 ALAMEDA DR
ONTARIO, OR 97914

RESIDENT
3894 ALAMEDA DR
ONTARIO, OR 97914

RESIDENT
1700 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
2531 SUNSET DR
ONTARIO, OR 97914

RESIDENT
700 SW 18TH AVE
ONTARIO, OR 97914

RESIDENT
1801 SW 4TH ST
ONTARIO, OR 97914

RESIDENT
3866 ALAMEDA DR
ONTARIO, OR 97914

RESIDENT
218 SW 19TH AVE
ONTARIO, OR 97914

RESIDENT
2930 ALAMEDA DR
ONTARIO, OR 97914

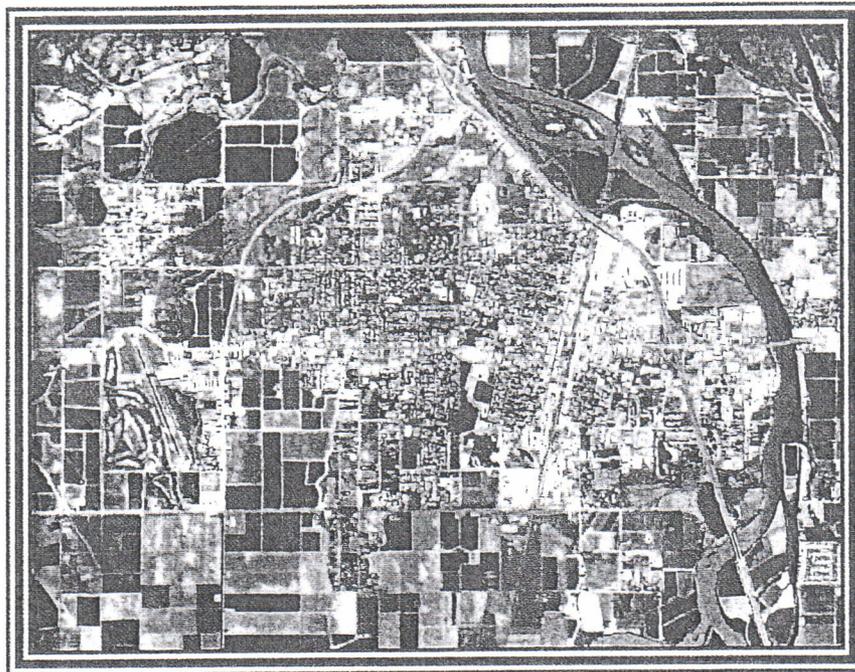
RESIDENT
201 SW 19TH AVE
ONTARIO, OR 97914

RESIDENT
121 SW 19TH AVE
ONTARIO, OR 97914

CITY OF ONTARIO

URBAN GROWTH AREA & COMPREHENSIVE PLAN AMENDMENT

Justification and Findings



DECEMBER 8, 2013

CITY OF ONTARIO

URBAN GROWTH AREA & COMPREHENSIVE PLAN AMENDMENT

PROPOSAL: This narrative supports the following proposed amendments to the Ontario Comprehensive Plan (Comp Plan):

1. Expand the Ontario Urban Growth Boundary (UGA) to include approximately 248 tax lot acres and 22 acres of right-of-way to meet identified rail-dependent industrial land needs.
2. Assign an Industrial Comp Plan designation with a 50-acre minimum parcel size to the 248-acre industrial site to meet site suitability requirements for rail-dependent industrial users.
3. Amend the Comp Plan (including the 2007 Urbanization Study) to update factual information, tables and policies related to targeted rail-dependent industrial users and land needs.
4. Annex the UGA expansion area to the City of Ontario consistent with Ontario Municipal Code, Title 10B-45-10; and assign the City Heavy Industrial (I2) zone to the 248-acre industrial site;
5. Amend to Ontario Transportation System Plan (TSP) to designate 4th Street south of 18th Avenue as a major collector street consistent with preliminary TSP designations and address and mitigate for transportation impacts from the proposed UGA expansion.

APPLICANT: The applicant is the City of Ontario. However, this project is of critical importance to Malheur County. Public hearings are scheduled with City and County planning commissions and elected officials.

- Contact Alan Daniels, Chief Innovations Officer, at 541-212-1676 or Marcy Skinner, Planning Technician at 541-881-3224.
- The City is represented in this matter by **Winterbrook Planning** / 310 SW Fourth Avenue, Suite 1100 / Portland, Oregon 97204 / Contact: Jesse Winterowd, Project Planner, at (503) 827-4422.

LAND USE MAPS: Maps referenced in this report are found immediately following the Table of Contents. Appendices are found at the end of this report.

MAP 1: Existing Ontario Comprehensive Plan Map Designations

MAP 2: Rail-Dependent Site Alternatives

MAP 3: Alternative Site Characteristics

MAP 4: Proposed Comprehensive Plan and TSP Map Amendments

MAP 5: Proposed Zoning Map Amendments

APPENDICES: This report includes the following appendices:

Appendix A: Second (2013) Addendum to the 2007 Ontario Urbanization Study

Appendix B: Proposed Comprehensive Plan Text and Policy Amendments

Appendix C: Proposed TSP Amendments (in process)

Appendix D: Transportation Impact Study (TIS – Lancaster Engineering) (in process)

Appendix E: Public Facilities Report (Ontario Public Works)(in process)

Appendix F: Annexation Information and Signed Annexation Agreements (in process)

As shown on Map 4, the proposed UGA expansion area is:

**UGA EXPANSION
AREA
DESCRIPTION:**

- located between Island Avenue and Oregon Eastern Railroad, and between Alameda Drive and the Union Pacific Railroad;
- ~~entirely within the acknowledged Ontario Urban Reserve Area (URA);~~
- and
- adjacent to the acknowledged Ontario UGA bordered on the southern side by Oregon Eastern Railroad short line, and on the east by Union Pacific Railroad main line.

**UGA EXPANSION
AREA
OWNERSHIP
AND TAX LOTS:**

- Duyn / Navarrete: TLs 18S4716 1100, 1200, 1300, 1600 (Ref#s 7786, 7791, 7792, 7793)
- Kameshige: TL 18S4716 1800 (Ref#s 7789, 7790)
- Navarrete: TLs 18S4716 1400, 1500 (Ref#s 7787, 7788)
- Treasure Valley Renewable Resources: TL 18S4721 200 (Ref# 7841)

**ANNEXATION
AND REZONE
AREA
OWNERSHIP
AND TAX LOTS:**

- Duyn / Navarrete: TLs 18S4716 1100, 1200, 1300, 1600 (Ref#s 7786, 7791, 7792, 7793)
- Kameshige: TL 18S4716 1800 (Ref#s 7789, 7790)
- Navarrete: TLs 18S4716 1400, 1500 (Ref#s 7787, 7788)
- Evans Grain: TLs 18S4716A 600, 700 (Ref#s 18497, 18340)
- Weaver: TLs 18S4716A 900, 1100 (Ref#s 15205, 7780)
- Treasure Valley Renewable Resources: TL 18S4721 200 (Ref# 7841)

TABLE OF CONTENTS

INTRODUCTION	1
Proposed Comprehensive Plan Amendments	1
Goal 14 Requirements	2
SECTION 1: NEED FOR ADDITIONAL EMPLOYMENT SITE.....	4
Need Factor 1: Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments;.....	4
Need Factor 2: Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space;.....	7
Adopted Efficiency Measures	8
Site Suitability Requirements	9
SECTION 2: EVALUATION OF ALTERNATIVE SITES	12
A. ORS 197.298 Priorities for Urban Growth Boundary Expansion	12
B. Summary of Why the Proposed Site Best Meets Identified Rail-Dependent Industrial Site Requirements.....	12
C. Findings Demonstrating Consistency with Goal 14 Location Factors.....	12
Factor 1: Efficient accommodation of identified land needs	12
Factor 2: Orderly and economic provision of public facilities and services.....	13
Factor 3: Comparative environmental, energy, economic and social consequences.....	14
Factor 4: Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the urban growth boundary	14
SECTION 3: TRANSPORTATION.....	15
SECTION 4: STATEWIDE GOAL CONSISTENCY ANALYSIS	16
SECTION 5: COMPLIANCE WITH APPLICABLE CITY COMPREHENSIVE PLAN POLICIES.....	20
A. Industrial Land Use Policies	20
B. Economic Development Policies (Goal 9).....	20
C. Urbanization Policies (Goal 14).....	22
SECTION 6: COMPLIANCE WITH THE MALHEUR COUNTY COMPREHENSIVE PLAN:.....	23
SECTION 7: ANNEXATION TO THE CITY OF ONTARIO	25
CONCLUSION.....	27

INTRODUCTION

The Ontario Comprehensive Plan (updated in 2007) and the Ontario Urbanization Study (adopted in 2007) provided the factual basis for the 2007 establishment of a 50-year Urban Reserve Area (URA) by the City of Ontario and Malheur County. These plans identified major 20-year land deficits in two categories: (1) industrial land, and (2) public facilities land (mostly to meet identified park needs).

Comprehensive Plan Policy 10-14-8-3 commits the City to periodically expand the Urban Growth Area (UGA) to maintain a continuous 20-year land supply:

Ontario will periodically expand the Urban Growth Boundary (UGA) to maintain a continuous, 20-year supply of buildable land for employment, housing and public/semi-public needs.

Comprehensive Plan Policy 10-14-8-7 designates land specifically for rail-dependent industrial reserve use at the terminus of the OERR with the UPRR.

The Second Addendum to the Ontario Urbanization Study justifies the need for a 250-acre rail-dependent site within the rail-dependent industrial reserve area at the east terminus of the OERR short line. Because the proposed rail-dependent industrial site is within the acknowledged URA, this area is the “highest priority” classification for inclusion within the UGA under ORS 197.298, Priorities for urban growth boundary expansion. This area can be provided efficiently with public and private facilities necessary to support planned development.

Nevertheless, Ontario has a strong commitment to protecting its agricultural economy by maintaining its regional irrigated rural land supply. The excellent farmland within Ontario’s URA originally was desert; irrigation is required to make this and other farm land in Malheur County productive.

To ensure that there is no net loss in irrigated agricultural land as a result of this (or future) UGA expansion proposals, Ontario and Malheur County have adopted a plan policy earlier this year to ensure that irrigation rights from agricultural land brought into the Ontario UGA are transferred to nearby farm land without comparable irrigation rights. Such water rights transfer will be ensured through agreements between property owners and responsible water districts –and through signed annexation agreements between property owners and the City of Ontario.

Proposed Comprehensive Plan Amendments

This narrative and referenced maps and studies support proposed amendments to the Ontario Comprehensive Plan, the 2007 Urbanization Study, the 2006 Transportation System Plan (TSP), and the Ontario Zoning Map:

1. The proposed UGA expansion area is shown on Map 4 and supported by Appendices A-E.
2. Proposed Comp Plan Map amendments are shown on Map 4.
3. Proposed Ontario TSP amendments are shown on Map 4, described in Appendix C and supported by the TIS found in Appendix D.

4. Proposed Comp Plan text, table and policy amendments are found in Appendix B which includes proposed amendments to Goals 9, 12 and 14 of the Comp Plan.
5. Proposed annexation and rezoning of land within the UGA expansion area are shown on Map 5; Appendix E documents compliance with Ontario Municipal Code, Title 10B-45-10 and ORS 122 annexation requirements (including signed annexation agreements).

Goal 14 Requirements

This section addresses requirements for amending the Ontario UGA to accommodate the targeted rail-dependent industrial use.

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

Amendments to UGAs are based upon consideration of six factors:

Need Factors

1. ***Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments;***
2. ***Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space;***

Location Factors

1. ***Efficient accommodation of identified land needs;***
2. ***Orderly and economic provision of public facilities and services;***
3. ***Comparative environmental, energy, economic and social consequences; and***
4. ***Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the urban growth boundary.***

As noted in Goal 14 itself:

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

As further explained in OAR 660-024-0060(5), cities may identify site requirements for needed employment and apply these requirements to address ORS 197.298 Priorities for urban growth boundary expansion:

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

SECTION 1: NEED FOR ADDITIONAL EMPLOYMENT SITE

Need Factor 1: Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments.

Goal 14, Factor 1 addresses the need to accommodate long-term population growth based on the coordinated population forecast.¹

The 2007 Ontario Urbanization Study (Table S-1) includes the City's coordinated population and projections from 2006 to 2056. Ontario's population is projected to increase from 11,425 (2006) to 15,692 (2026) at an average annual growth rate of 1.1%. Employment growth is linked directly to population growth and is also projected to increase at 1.1% per year – from 10,430 (2006) to 14,328 (2026).

Ontario's population and employment growth has been impeded by the Great Recession: Ontario's 2010 population was 11,366 in 2010 and is estimated to have decreased slightly in 2011. (US Census) Although US Census figures do not identify the number of new employees in the community since 2006, no major industrial firms have chosen to locate in the Ontario UGA since 2007.²

Ontario, Malheur County, and the State of Oregon would like to turn this around. Ontario is now in a position to become a center for rail-dependent industrial and regional transshipment, with its substantial economic benefits. To provide the opportunity for a large rail-dependent employment center, Ontario needs to provide large industrial sites, along the OERR short line, with public and private facilities necessary to support them. If Ontario is successful in attracting a regional transshipment or rail-dependent manufacturing center, it will be more likely to meet its coordinated population and employment projections.

¹ Division 015 Urban Growth Boundaries includes a corresponding provision:

660-024-0040 Land Need (1) 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."

² There has been no major new industrial employment in the area. – in part because mega data center representatives that looked at Ontario have chosen to locate in other communities east of the Cascades (Prineville and Boardman Oregon, and Wenatchee and Quincy Washington) in large part because they had sites of sufficient size to meet the short-term siting requirements of mega data centers, and Ontario has not been able to provide any suitable rail-dependent industrial sites.

Table S-1. Population and employment forecasts, Ontario 2006-2026 and 2006-2056

Year	Population	Employment	Pop/Emp
2006	11,425	10,430	1.1
2026	15,692	14,328	1.1
2056	24,185	21,109	1.1
Change 2006-2026			
Number	4,267	3,898	1.1
Percent	37%	37%	
AAGR	1.5%	1.5%	
Change 2006-2056			
Number	12,760	10,679	1.2
Percent	112%	102%	
AAGR	1.4%	1.3%	

Source: ECONorthwest

As noted in Ontario's 2007 Economic Opportunities Analysis (part of the Urbanization Study) and in the 2012 Addendum to the Urbanization Study, Ontario is part of the Treasure Valley region which includes (a) Ontario, Vale and Nyssa (Malheur County); and (b) Boise and Nampa (Ada and Canyon Counties in Idaho).

A single rail-dependent employment center is likely to employ about 350-700 people (depending on its characteristics and size).³

However, not all of these rail-dependent industrial jobs will be filled by people who will live in Ontario. These employees will come from Malheur County, the Treasure Valley region (including Boise and Nampa), and from outside of the area.

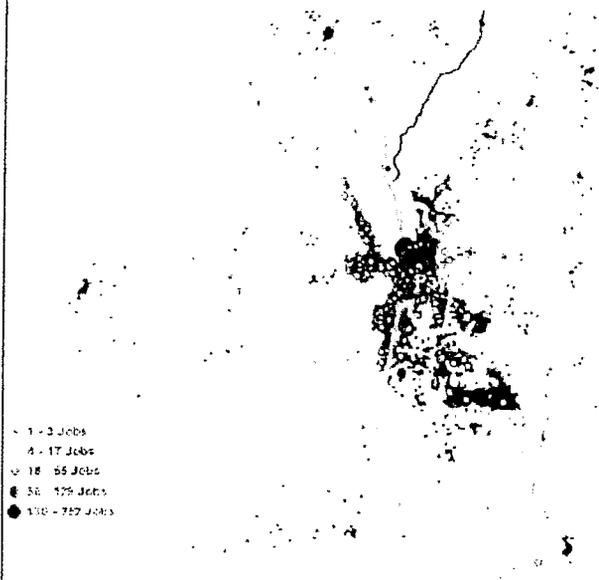
The 2007 Ontario Urbanization Report predicted that overall employment would increase by about 3,900 employees – from 10,430 in 2006 to 14,328 in 2026.

The Second Addendum to the 2007 Ontario Urbanization Report projects that up to 700 new on-site jobs will be created in the community if one very large (or two medium sized) rail-dependent industrial uses develop facilities in Ontario. This represents about 18% of projected employment growth during the 20-year planning period.

³ See Appendix A, Second Addendum to the 2007 Ontario Urbanization Report.

Ontario, Oregon-Idaho Micropolitan Statistical Area

Malheur County, Oregon + Payette County, Idaho = an integrated labor market



LABOR SHED – One's Ontario Micropolitan Statistical Area worked 16,666 jobs

- Malheur County, OR 104,335 (61) total workers
- Payette County, ID 66,666 (33) total workers
- Malheur County, OR Counties
 - Elmer 1,000
 - Canyon 1,000
 - Washington 1,000
 - Jobs 500
 - Dem 1,000
- Other Locations (including other jobs counties) 1,000

- 16,666 jobs in the Ontario area for work
- 8,400 total jobs in the Ontario area for work
- 10,266 total jobs for work in the Ontario area

The Top 5 – Break down of 16,666 Primary Jobs by Industry Type

1. Retail Trade 2,181 (13.1%)
2. Health Care and Social Assistance 2,177 (13.1%)
3. Educational Services 2,055 (12.3%)
4. Public Administration 1,833 (10.9%)
5. Manufacturing 1,611 (9.6%)

Jobs by Worker Age

1. 18-24 years 30,400 (18.2%)
2. Age 25-54 10,751 (63.9%)
3. Age 55 & over 3,888 (23.1%)

Jobs by Earnings Paid

1. \$1,000 per month or less 4,670 (27.9%)
2. \$1,001 to \$2,000 per month 6,849 (41.4%)
3. More than \$2,000 per month 4,947 (29.6%)

Category	OR	ID
Area	104,335	66,666
Population	104,335	66,666
Jobs	104,335	66,666

Source: U.S. Census Bureau – Social Employment Dynamics 2000 data
 Author: Economic Analysis Department, Oregon Employment Department, 8/14/2009

Rail-dependent industrial employment represents a relatively low percentage of planned employment growth over the next 15 years. But, unlike service and retail sector employers, rail-dependent industrial uses initially consume a lot of land per employee – about 2 employees per acre. Although the acreage needs are great, the employment impact is relatively small.

However, this relatively low employee-per-acre ratio is balanced by a relatively large economic impact. In addition to the 350-700 industrial employees from the rail dependent industrial firm(s), spin-off employment in the retail and service sectors is likely to be about twice times this number. The effect will be to increase the intensity of employment within Downtown Ontario and in existing under-developed retail and service employment centers.

Need Factor 1 Conclusion

The 2007 Ontario Urbanization Study projects that both employment and population are expected to growth at 1.1% from 2006 to 2026. The results of this study have been adopted as part of the acknowledged 2007 Comp Plan. Both project that the Ontario URA will accommodate about 4,300 people and 3,900 jobs from 2006-2026.

Providing a site for a rail-dependent employment center is likely to result in 350-700 new manufacturing jobs with an additional 700-1,400 retail and service sector jobs. Ontario population and job growth has not met expectations to date – in part because of the Great Recession and in part because Ontario has not been able to attract a major employer to the community. To the extent that Ontario is successful in attracting one or more large, rail-dependent industrial uses, the new

employment will be consistent with and help to reach Ontario's adopted, coordinated and acknowledged employment and population projections.

Need Factor 2, related to employment land need, is directly applicable and is quoted and addressed below.

Need Factor 2: Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space;

The following findings address Goal 14, Need Factor 2 and demonstrate unmet need for employment land. The 2007 Urbanization Report contained a detailed Buildable Lands Inventory (BLI). The BLI results were included in Goal 14 tables and text amendments to the Ontario Comprehensive Plan in 2007, and updated in 2009 and February of 2013. Table 1-1 below shows the 2006-2026 need and supply comparison after 2013 data center and public facilities land additions.

Table 1-1: Comparison of Land Need and Supply, Ontario UGB 2006-2026*

Generalized Land Use	Buildable Acres	Need 2006-2026	Surplus (Deficit) 2006-2026
Commercial	242.9	254.1	(11.2)
Industrial	485.8	507.3	(21.5)
Public Facility	114.9	184.0	(69.1)
Residential	627.9	593.4	34.5
TOTAL	1,471.5	1,538.8	(67.3)

*Accounting for 2013 data center and public facilities amendments.

Rail-Dependent Industrial Site Need

As discussed in Appendix A: Second (2013) Addendum to the Ontario Urbanization Study, the *Malheur County Rail Asset Study* (Howell, 2006) documents a need for rail-dependent industrial uses and explains Ontario's competitive advantages in attracting such uses. Moreover, according to documentation provided by Business Oregon and cited in Appendix A, "Project Rail" is a railcar maintenance and service company that requires a much larger site (in the 150-200 acre range) for its operations, and "Project 78" is larger still (200-400 acres). From an engineering feasibility and marketing standpoint, the site should be serviceable within one year or less with City water and sanitary sewer facilities. Thus, the City has received inquiries from two major rail-dependent users (via Business Oregon) identifying needs for sites ranging from 150-400 acres with suitable access to the UPRR mainline. There are no such sites within the existing UGA.

Representatives from Business Oregon believe that Ontario shares the comparative advantages with these communities that are attractive to potential rail-dependent industrial users. Ontario has:

- A supportive planning and political environment;
- A UPRR mainline and a major rail switching yard;
- Sufficient existing and planned water and sanitary sewer capacity;
- Available state tax incentives;

- Support from state agencies; and
- A large urban reserve area with large, flat and serviceable sites especially reserved for rail-dependent industries.

What Ontario lacks is large, serviceable sites with direct access to the OERR short line – which connects directly with the UPRR mainline within its UGA. The largest industrial site with potential rail access within the existing UGA is 80 acres in size, but this site lacks direct access to the UPRR line because of topographical limitations and UPRR access policy. This parcel also lacks access to a connecting short line. Rail-dependent industrial users demand large sites for rail car storage and loading, manufacturing, connecting rail lines through the property, buffers from adjoining land uses, and possible future expansion. As documented in the Howell study, rail-dependent users often cluster, so a larger site might also serve the needs for two or three mid-size users.

As further documented in the Howell study, Ontario is competing with other western states to attract rail-dependent users. To do so effectively Ontario needs large, serviceable sites that can readily be provided with urban services and annexed to the City. To be competitive in attracting such rail-dependent industrial users in the short-term, Ontario needs to provide at least one large, flat, serviceable site in the 250-acre range, along the OERR short line. Ontario lacks such a site within its current Urban Growth Area.

As noted above, and in the 2007 Urbanization Report and Buildable Lands Inventory (BLI), there are no such sites within the existing UGA. However, there is one site in the 250-acre range that within the URA that is designated for “Industrial Rail-Dependent” users *and* which abuts the UGA boundary. The proposal is to add about 248 acres of Rail-Dependent Heavy Industrial land to meet the identified site need for a rail-dependent industrial user. Table 1-3 below shows the 2006-2026 land need and supply comparison after accounting for rail-dependent industrial need.

Table 1-3: Comparison of Land Need and Supply, Ontario UGB 2006-2026*

Generalized Land Use	Buildable Acres	2006-2026	2006-2026
Commercial	242.9	254.1	(11.2)
Industrial	485.8	507.3	(21.5)
Rail-Dependent Industrial	0.0	250.0	(250.0)
Public Facility	114.9	184.0	(69.1)
Residential	627.9	593.4	34.5
TOTAL	1,471.5	1,788.8	(317.3)

*Accounting for 250-acre rail-dependent industrial land need.

Adopted Efficiency Measures

As prescribed in Goal 14:

Prior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary.

The *Ontario Urbanization Study* evaluated the capacity of the UGA to meet identified 20-year land needs. Prior to adopting the URA, the City identified a number of efficiency measures for land within the UGA to reduce long-term need for land outside the UGA. As documented in the adopted *City of Ontario and Malheur County 2056 Urban Reserve Area (URA) Justification and Findings Report* (Winterbrook Planning, September 10, 2007), the City implemented a number of measures to reduce the demand for commercial land, while maintaining an adequate supply of industrial sites throughout the 50-year planning period⁴:

However, the need this application addresses is for a 250-acre rail-dependent industrial user(s), as identified and defined in Appendix A. As shown in the Urbanization Study (Tables 3-6 and 5-18), there are no sites adjacent to the OERR short line within the UGA, under any plan designation. Industrially-planned sites adjacent to any rail line within the UGA are all less than 100 acres in size. Therefore, the identified need cannot be accommodated within the existing UGA.

Site Suitability Requirements

As explained in OAR 660-024-0060(5):

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

As noted in the Economic chapter of the *Ontario Comprehensive Plan*:

Firms wanting to expand or locate in Ontario will be looking for a variety of site and building characteristics, depending on the industry and specific circumstances. While there are always specific criteria that are industry-dependent and firm-specific, many firms share at least a few common site criteria. In general, all industries need sites that are relatively flat, free of natural or regulatory constraints on development, with good transportation access and adequate public services. The exact amount, quality, and relative importance of these factors vary among different types of firms.

Appendix A: Second (2013) Addendum to the 2007 *Ontario Urbanization Study* identifies the general characteristics that are important to rail-dependent industrial firms seeking to locate in Ontario. The availability of a short line railroad is critical to meeting rail-dependent industrial siting requirements.

⁴ Quoting from the Ontario URA Justification Report, pp. 17-18:

"The Size of the Recommended 2056 URA. Earlier in this section, the City and County had demonstrated the need for 2,225 gross buildable acres within the 2056 URA – or about 3.48 square miles – exclusive of rail dependent industrial uses. After accounting for increased single-family residential efficiency, Year 2056 land need has been reduced to 1,803 gross buildable acres – or 3.35 square miles. After accounting for commercial intensification measures discussed above, the need for general commercial land outside the existing UGA has been reduced from 544 to 200 gross buildable acres.

This substantial reduction recognizes that: There are over some 150 acres potentially available for "big box" retail in Ontario's Employment Zone – within the floodplain but served by Interstate 84; "Old Town" and the SW 4th Avenue commercial area have substantial redevelopment potential, accounting for an additional 100 acres worth of buildable land need; and Ontario's Business Park and Industrial zones will accommodate office and service uses that typically locate on commercially-designated land, accounting for the remaining commercial land need that can be met without allocating land specifically for commercial uses outside the UGA (94 acres)."

Additional siting requirements documented in Appendix A for “Tier 1” rail-dependent industrial sites include:

- *Served by the Oregon Eastern Railroad or UPRR’s Homedale Branch*
- *Parcels of 50-100 acres*
- *Proximate to the UGB*
- *Flat topography*
- *Limited or no wetland or other environmental constraints*
- *Adequate road access*
- *Available utilities*

According to documentation provided by Business Oregon and cited in Appendix A, “Project Rail” is a railcar maintenance and service company that requires a much larger site (in the 150-200 acre range) for its operations, and “Project 78” is larger still (200-400 acres). From an engineering feasibility and marketing standpoint, the site should be serviceable within one year or less with City water and sanitary sewer facilities.

In 2013, the Ontario Public Works Department demonstrated that it was feasible to provide sanitary sewer, water and transportation facilities to serve a potential industrial site immediately to the north of the proposed UGA expansion area. To meet identified need for a rail-dependent industrial site with characteristics summarized above, the City carefully analyzed all areas adjacent to the UGA when it designated the proposed UGA expansion area as Rail-Dependent Industrial Reserve. The properties within the proposed UGA expansion area are the only properties that (a) comprise at least 200 acres, (b) abut the existing UGA boundary, and (c) have a direct connection to the UPRR main line via the OERR short line. Map 2 shows there is only one site that meets the above criteria.

As shown on Map 3 and documented in Appendices C and F, the proposed site meets Suitability Criteria 1-5. It is 248 acres, flat and buildable, has access to the Oregon Eastern short line railroad, is adjacent to the UGA and within the URA. Moreover this site has three property owners who have signed annexation agreements, are willing to sell at a reasonable price and to transfer irrigation water rights to non-irrigated land outside the Urban Reserve area.

Total Employment Land Need and Supply Comparison

Table 1-3 above provides a comparison of identified land need and supply, after accounting for the 2009-2013 UGA amendments, and a 250-acre rail-dependent industrial site need. Unmet year 2026 land needs total:

- Commercial: 11 acres
- Industrial: 22 acres
- Rail-Dependent Industrial: 250 acres
- Public Facility (Residential): 69 acres

The proposed 2013 amendment package includes a 248-acre industrial site to meet identified rail-dependent industrial land needs. Table 1-4 below shows the 2006-2026 land need and supply comparison, including the proposed 2013 rail-dependent industrial UGA amendment.

Table 1-4: Comparison of Land Need and Supply, Ontario UGB 2006-2026*

Generalized Land Use	Buildable Acres	2006-2026	2006-2026
Commercial	242.9	254.1	(11.2)
Industrial	485.8	507.3	(21.5)
Rail-Dependent Industrial	248.0	250.0	(2.0)
Public Facility	114.9	184.0	(69.1)
Residential	627.9	593.4	34.5
TOTAL	1,719.5	1,788.8	(69.3)

*Accounting for this application's proposed rail-dependent industrial UGA amendments.

SECTION 2: EVALUATION OF ALTERNATIVE SITES

Appendix A: Second (2013) Addendum to 2007 Ontario Urbanization Study concludes that an Industrial site of approximately 250 acres is needed to meet the identified need for a rail-dependent industrial user. Once need has been determined, alternative boundary locations must be evaluated consistent with ORS 197.298 and OAR Chapter 660 Division 024 with consideration of the Goal 14 "locational" factors.

A. ORS 197.298 Priorities for Urban Growth Boundary Expansion

Under ORS 197.298, land within the URA is "first priority" for inclusion within a UGA:

"(1) First priority land to be included in an urban growth boundary is that which has been designated urban reserve land under ORS 195.145."

Map 2 shows one employment site with 200 acres or more adjacent to the Ontario UGA and a short line railroad. This site is within the Ontario URA and therefore is "first priority" for inclusion within the Ontario UGA.

B. Summary of Why the Proposed Site Best Meets Identified Rail-Dependent Industrial Site Requirements

The proposed rail-dependent industrial site borders the UGA as shown on Map 2. The proposed site is located adjacent to (west of) the Union Pacific Railroad and (east of) Alameda Street, and between OERR short line to the south and Island Road to the north. The site is approximately 248 acres, with flat and well-drained soils. As shown on Map 2, the proposed site is located adjacent to the UGA, UPRR, and the OERR short line. The site is also within the acknowledged URA and designated specifically for "Industrial Rail-Dependent" uses.

C. Findings Demonstrating Consistency with Goal 14 Location Factors

The four Goal 14 location factors are: (1) Efficient accommodation of identified land needs; (2) Orderly and economic provision of public facilities and services; (3) Comparative environmental, energy, economic and social consequences; and (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGA.

Factor 1: Efficient accommodation of identified land needs

Rail-dependent industrial land needs are detailed above. As indicated in Appendix A and "Tier 1 site requirements" above, the rail-dependent industrial uses currently seeking sites in Oregon require access to rail service and 150-400 acres of buildable and serviceable land. By providing a rectangular 248-acre site adjacent to a short line and the UGA, a rail-dependent industrial user can efficiently develop the proposed site.

The proposed site borders the UGA and services can be efficiently provided via extension along SW 4th Street, as described under Factor 2 and shown on Map 3.

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

As stated in OAR 660-009-0005(9), "Serviceable" means the city or county has determined that public facilities and transportation facilities, as defined by OAR Chapter 660, Divisions 011 and 012, currently have adequate capacity for development planned in the service area where the site is located or can be upgraded to have adequate capacity within the 20-year planning period.

Appendix E, Public Facilities Report, documents the City's existing water supply and sanitary sewer treatment capacity. Rail-dependent industrial uses typically can be major consumers of potable water. Appendix E makes it clear that Ontario has the capacity to meet Year 2026 demand for sanitary sewer and water service *and* meet the high-end estimate of 5 MGD peak demand for industrial water service to a rail-dependent industrial use.

- Ontario Public Works estimates the City's water supply at 11.5 million gallons per day (MGD) – 10 MGD from the Snake River, 1.5 MGD from wells. Ontario's water treatment capacity totals 12 MGD. Ontario's 2010 population was 11,440. The demand generated by the 2010 population totals 6.1 MGD. The 2007 Urbanization Report forecast Ontario's 2026 population to be 15,692 – an increase of 4,252 persons from 2010. Application of the 2010 water usage ratio results in a demand of 8.4 MGD by 2026.
- Development of planned rail-dependent uses are likely to consume XXXX. [Note to Reader: Ontario Public Works is currently working with one of the prospective rail-dependent firms to identify water needs more specifically and to prepare plans for meeting these needs in the short-term.]
- Ontario Public Works has determined the City's sewage treatment capacity, with needed improvements, is sufficient to service the proposed expansion areas and the existing UGA. Appendix E provides an analysis of the City's treatment capacity and planned collection facilities.

Appendix E (in process) demonstrates that it is feasible, from an engineering standpoint, to provide sanitary sewer and water service to the proposed site within a year of annexation approval. As such, the proposed site could qualify immediately as a "state certified industrial site."

From a transportation access standpoint, the proposed site has direct access to Railroad Avenue (a future major collector and truck route), Alameda Street (a future major collector) and to SW 4th Street (a collector street).⁵ As described in Appendices C and D, transportation needs for a rail-dependent industrial use can be met by improving SW 4th Street to major collector standards.

As documented in Appendix D (the TIS in process), the proposed site can be developed without exceeding the capacity of existing transportation facilities assuming development of a large rail-

⁵ See Ontario 2008 Urban Reserve Area Traffic Circulation System Expansion Study (Keller Engineering, 2008)

dependent industrial use with approximately 350-700 employees. The TIS prepared by Lancaster Engineering has been (will be) fully coordinated with the Oregon Department of Transportation Region 5 staff.

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

The URA Justification Report has already considered general ESEE consequences in the establishment of the Ontario URA. There is only one possible site that meets siting requirements for a rail-dependent industrial use. The only other property designated for "Industrial Rail-Dependent" uses is located on the south side of the OERR short line, is not contiguous to the existing UGB, and would be more expensive to serve (because is further from existing utilities), and lacks access to a planned major street. This southern site is potentially useful as a rail-dependent expansion area, but not to meet needs identified in this application.

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

Except for a few small rural residential exception areas, the Ontario UGA is surrounded by Agricultural (EFU) land. The proposed rail-dependent industrial site within the URA is currently designated for Agricultural use. It is surrounded by agricultural land. However, it is separated from Agricultural land to the south by the OERR short line, and from land to the east by UPRR main line. In addition, industrial uses tend to be more compatible with agricultural uses than residential or commercial uses.

Proposed site surrounding uses:

- North: Island Road forms the northern border of the site. A portion of the proposed northern border is industrial land within the existing UGA. The rest is agricultural land within the URA;
- West: The western border of the proposed site is Alameda Drive. To the west of Alameda Drive is Agricultural land within the URA.
- East: The eastern border of the site is UPRR. Beyond the railroad to the east is Agricultural land within the URA.
- South: The southern border of the proposed site is the OERR short line. Land to the south of OERR is Agricultural land within the URA (this area also designated future rail dependent industrial URA).

The alternative Rail-Dependent Industrial site to the south of the OERR short line is also surrounded by agricultural land. Thus, comparatively speaking, there are no major differences between the two sites in terms of potential impacts to agricultural land.

SECTION 3: TRANSPORTATION

To determine transportation impacts and address local and State facility needs, the City has conducted a transportation impact study (attached as Appendix D) to serve as the basis for updating its Transportation System Plan (TSP). This update was performed in coordination with ODOT and addressed a range of scenarios – including phased development.

As shown on Map 4, primary and initial access to the proposed site will come from SW 4th Street, proposed to be upgraded to major collector standards. [Note to Reader: this section to be completed following TIS.]

Appendix D identifies transportation improvements necessary to serve the site under two development scenarios. Funding for these improvements would come primarily from developers and system development charges, with likely support from Business Oregon grant and loan programs.

SECTION 4: STATEWIDE GOAL CONSISTENCY ANALYSIS

This section addresses compliance with applicable Statewide Planning Goals.

Goal 1 Citizen Involvement

Goal 1 calls for the opportunity for citizens to be involved in all phases of the planning process. The City and County engaged in a year-long public involvement process prior to adoption of the URA, the *Ontario Urbanization Study* and extensive amendments to the *Ontario Comprehensive Plan*. Public hearings before both the City and County planning commissions and elected officials were held in the spring and summer of 2007 were duly noticed and held prior to the adoption of the plan amendment package in 2007.

The plan amendment package carries out direction established by the 2007 *Ontario Urbanization Study* by including residential land to meet most of the identified public facilities land need. The amendment also carries out of the direction of Appendix A: Second (2013) Addendum to the 2007 *Ontario Urbanization Study*, by including a suitable site to meet identified rail dependent industrial land needs. Public hearings relating to this application will be duly noticed and held before the City and County Planning Commissions and elected officials prior to adoption of the proposed plan amendment package.

Goal 2 Land Use Planning

Goal 2 (Land Use Planning) outlines the basic procedures of Oregon's statewide planning program, stating that land use decisions must be made in accordance with comprehensive plans and that suitable corresponding implementation ordinances must be adopted. The City has inventoried existing land uses, projected buildable land needs by specific land use classifications, and compared these needs with buildable land within the Ontario urban growth area. The resolution of land need and supply is found in the *Ontario Urbanization Study* and in the revised *Ontario Comprehensive Plan* (See Appendix B).

The City and County have shown a high level of coordination in the establishment of the Ontario URA in 2007 and in adoption of this plan amendment package. As referenced above, the City and County adopted coordinated population projections and amended their comprehensive plans to accommodate the establishment of an urban reserve area and associated policies. Additionally, notice of public hearing has been provided in accordance with state and local regulations. All pertinent documentation has been made available to all interested parties. Goal 2 has been properly addressed.

Goal 2 also requires consistency between the comprehensive plan and implementing zoning. This proposal is to include the proposed rail-dependent industrial site into the UGA with a Rail-Dependent Industrial plan / zoning designation.

Goals 3 Agricultural Lands and 4 Forest Lands

Goal 3 requires counties to inventory agricultural lands and to maintain and preserve them through EFU zoning. Goal 4 requires counties to inventory forestlands and adopt policies that will conserve

forest uses. As stated in 660-024-0020(b), Goals 3 and 4 are not applicable when establishing or amending an urban growth boundary. No further analysis is required. However, the City has adopted a “no net loss of irrigated agricultural land” policy that will be implemented through signed annexation agreements with property owners and in coordination with affected irrigation districts.

Goal 5 Open Spaces, Scenic and Historic Areas & Natural Resources

Goal 5 requires local governments to inventory and protect natural resources. There are no inventoried Goal 5 resources on the proposed UGA amendment; therefore, Goal 5 does not apply.

Goal 6 Air, Water and Land Resources Quality

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations. Construction of the rail-dependent industrial site would comply with acknowledged Goal 6 policies in the Ontario Comprehensive Plan. By complying with applicable air, water and land resource quality policies, Goal 6 will be properly addressed.

Goal 7 Areas Subject to Natural Disasters and Hazards

Goal 7 requires that jurisdictions apply appropriate safeguards when planning development in areas that are subject to natural hazards such as floods or landslides. The rail-dependent industrial site is not located in any identified natural disaster or hazard area.

Because the proposed UGA amendment is located entirely outside the 100-year floodplain, the proposal is consistent with adopted Ontario Plan Policy 10-7-4 (OCP, pp. 18-10):

10-7-4 Flooding and Steep Slope Hazard Policies

1. *The City recognizes that land within the 100-year floodplain has been inappropriately designated for urban uses in the past, resulting in the loss of flood storage capacity and potential hazards to life and property. The City, therefore, is committed to working with Malheur County to avoid this mistake in the future.*

a. *The City will not propose future UGA expansions for residential, commercial or industrial uses within the flood hazard zones (100-year floodplains) of the Snake or Malheur Rivers.*

b. *Industrial land within the 100-year floodplain is not considered suitable for meeting the City's long-term employment needs.*

Thus, Goal 7 has been properly addressed.

Goal 8 Recreation Needs

Goal 8 requires each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. Ontario's recreation needs were addressed in 2007 revisions to the *Ontario Comprehensive Plan*, and 2013 UGA amendments. As shown on Table 1-4, Goal 8 land needs are mostly met within the existing UGA.

Goal 9 Economy of the State

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

plan policies. The adopted and acknowledged 2007 Ontario Urbanization Study includes a complete Economic Opportunities Analysis that was prepared in compliance with Goal 9 and the Goal 9 administrative rule. Appendix A: Second (2013) Addendum to the 2007 Ontario Urbanization Study reviews national regional and local trends and documents the need for at least one site of approximately 150-400 acres in size to accommodate the short-term siting requirements of one or more rail-dependent industrial user(s). As indicated in Appendix A, and this application, the City does not have a site capable of accommodating identified rail-dependent industrial needs within its UGA.

Including the proposed site into the UGA will allow the City to provide a site that is suitable for rail-dependent industrial use. Development of this use will have numerous positive economic impacts, as described in these findings and in Appendix A.

For the above reasons, Goal 9 has been adequately addressed.

Goal 10 Housing

Goal 10 requires cities to inventory their buildable residential lands, project future needs for such lands, and to plan and zone enough buildable land to meet those needs. The City has addressed the requirements of Goal 10 during the 2007 comprehensive plan update, and the 2013 UGA amendments. The *Ontario Urbanization Study* determined that Ontario has an adequate supply of residential and public facilities land within its current UGA. Therefore, Goal 10 has been adequately addressed.

Goal 11 Public Facilities and Services

Goal 11 requires that a city or county develop and adopt a public facility plan for areas within an urban growth area containing a population greater than 2,500 persons during Periodic Review. The purpose of the plan is to help assure that urban development in such urban growth boundaries is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement (OAR 660-011-0000). Public facilities and services should be planned in accordance with a community's needs and capacities, rather than reacting to development as it occurs.

To address Goal 11 requirements for this plan amendment package, the Development Services Director has prepared a detailed analysis (Appendix E) demonstrating (a) that the City can serve the proposed UGA amendment site plus land already within the UGA, and (b) explaining how sewer and water services can be extended to serve the proposed site.

As provided in ORS 195.137, "Urban reserve" means lands outside an urban growth area that will provide for: (a) Future expansion over a long-term period; and (b) The cost-effective provision of public facilities and services within the area when the lands are included within the urban growth area. Because the proposed site is located in the acknowledged URA, it has already been determined that the site would have access to cost-efficient public services and facilities.

Additionally, public facilities and services consequences have been considered in the Goal 14 alternatives analysis process. Section 2 of this report includes an analysis of the serviceability of the proposed site within the URA. As demonstrated in Appendix E, the proposed site can be served in the short-term in an orderly and efficient manner. For the above reasons, Goal 11 has been adequately addressed.

Goal 12 Transportation

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

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

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

Lancaster Engineering prepared a Traffic Impact Study for the two-phased development of the proposed site with two rail-dependent industrial uses.” (See Appendix D.) Appendix C includes proposed amendments to SW 4th Street classification (from local street to major collector) shown in the TSP. With amendments to the TSP to mitigate for impacts from development of the proposed site, the requirements of Goal 12 have been addressed.

Goal 13 Energy

Goal 13 requires land and uses developed on the land to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Energy consequences of the proposed urban growth area amendment have been considered in the Goal 14 alternatives analysis process. Therefore, Goal 13 has been adequately addressed.

Goal 14 Urbanization

Goal 14 has been complied with as demonstrated in Sections 2 and 3 of this report. The 248-acre site to be included within the Ontario UGA will be reserved exclusively for rail-dependent industrial users as called for in the revised EOA. A 50-acre minimum site size will ensure that the site is retained in large parcels for targeted large-scale, rail-dependent industrial users.

Goal 15 through 19

Goals 15 through 19 are related to the Willamette Greenway and coastal resources. As such, these goals do not apply to the subject site and no further analysis is required.

SECTION 5: COMPLIANCE WITH APPLICABLE CITY COMPREHENSIVE PLAN POLICIES

The proposed plan amendment package is consistent with applicable *Ontario Comprehensive Plan* goals and policies for reasons stated below.

A. Industrial Land Use Policies

As demonstrated in Table 4 below, inclusion of the proposed site into the urban growth area would comply with *Ontario Comprehensive Plan* industrial land use policies.

Table 4. Industrial Land Use Policies: Consistency Analysis

Industrial Land Use Policy	Consistency Analysis
1. <i>Industrial areas shall be protected from encroachment by incompatible land uses.</i>	Complies – Including the proposed site into the UGA for a rail-dependent industrial use, with Industrial designation, will not impact existing industrial areas within Ontario.
2. <i>The land use plan shall designate industrial sites of a variety of sizes to provide ample space for new industries; expansion of existing industries, and to provide for competition in the industrial land market.</i>	Complies – The proposed site is needed to meet the site requirements of rail-dependent industries as identified in Appendix A.
3. <i>Industrial sites shall be functionally related to existing or proposed transportation systems. Access through residential areas shall be avoided.</i>	Complies – As shown on Map 4 and Appendices C and D, access to and from the proposed site will be available on SW 4 th Street – proposed to be designated as a major collector.
4. <i>Industrial sites shall be grouped to facilitate service by utilities and public safety services.</i>	Complies – The proposed rail-dependent industrial site is adjacent to the OERR short line and UPRR. This provides the most efficient configuration of transportation facilities possible to serve the site. In addition, the proposed site continues a pattern of industrial designation along UPRR.
5. <i>Industrial developments shall provide design features or buffers which protect adjacent non-industrial properties from adverse effects.</i>	Complies – The Ontario Heavy Industrial zone provides protection for adjacent non-industrial properties. Potential impacts from rail-dependent industrial uses will be addressed during the development approval phase.
6. <i>Premature industrial zoning shall be avoided when on productive agricultural land or otherwise conflict with policies of this title. Plans shall be devised which will designate future industrial locations with assurance of agricultural use until the market demands substantial industrial use of that land.</i>	Complies – Ontario has reason to believe that the proposed site will develop for a rail-dependent industrial use within the short-term – that is, over the next five years. Ontario has demonstrated that it is feasible, from an engineering standpoint, to provide full urban services to the proposed site within a year. Consistent with this policy, the proposed site includes an overlay that limits development to sites of at least 50 acres in size (See Appendix B). This precludes development of non-targeted industries, and maintains current activities until substantial industrial use occurs.
7. <i>The lands most suitable for industry shall be protected from intrusion of residential uses.</i>	Complies – Designating the proposed site as Industrial, with a Heavy Industrial zone, will protect this land from intrusion of residential uses. A minimum parcel size of 50 acres has been applied to ensure that the proposed site is reserved for large industrial users.

B. Economic Development Policies (Goal 9)

As demonstrated in Table 5 below, inclusion of the proposed site into the urban growth area would comply with the City's economic development policies.

Table 5. Economic Development Policies: Consistency Analysis

Economic Development Policy	Consistency Analysis
1. <i>The City shall give emphasis to the attraction and development of industries and activities that employ and raise the income level and economic security of the local residents. Particular attention shall be given to the employment of the area's unemployed and underemployed.</i>	Complies – Amending the UGA to include the proposed site would provide the City with a rail-dependent industrial site. As detailed in Appendix A, this would help to attract rail-dependent industries and activities that would provide jobs and contribute to the City's economic growth.
2. <i>Special emphasis in attracting and developing industries shall be given to those for which the local region has an economic advantage.</i>	Complies – The City has a comparative advantage to attract rail-dependent industrial development because of its available and affordable power supply, climate, local focus on and support of attracting industry, proximity to the Idaho border and transportation network (i.e. potential for a site adjacent to the OERR short line and UPRR). Amending the UGA to include the proposed site would allow the City to capitalize on these advantages.
3. <i>Industrial sites shall be planned for the quantity, quality and size sufficient to provide a competitive market for industrial land and to provide the employment sites necessary to support the population and facilities called for in the comprehensive plan.</i>	Complies – The proposed site meets site requirements identified in Appendix A, and consistent with Comprehensive Plan amendments shown in Appendix B
4. <i>The City shall strongly support the expansion and increased productivity of existing employers.</i>	Complies – Amending the UGA to include the proposed site would provide basic employment and help to stimulate local economic activity, contributing to a more stable economic base.
5. <i>Land use plans shall not provide for industrial developments which will generate wastes which will exceed the natural carrying capacity of the local air and streams.</i>	Complies – The UGA amendment would attract rail-dependent industrial development. The Heavy Industrial zone includes standards that limit emissions that may adversely affect the carrying capacity of the land, air or water. Additionally, industrial development would be held to the City's Goal 6 policies ensuring that impact to local air and streams would be minimal. All projects will be required to meet State air and water quality standards and all development will be required to receive permits from the Department of Environmental Quality.
6. <i>Commercial and industrial development proposals shall be evaluated by the city staff to determine the public costs and benefits associated with them. If the development is determined to be desirable and is permitted, the business or industry shall bear its fair and equitable share of the cost, as determined by the City Council, of providing the public facilities which serve it.</i>	Complies – Appendix F includes annexation agreements which recognize the developer's obligation to pay for public facilities improvements necessary to serve the proposed site and intervening land within the UGA.
7. <i>The City shall monitor economic development to determine its effects on population characteristics, income, land requirements and other aspects of public policy.</i>	Complies – Appendix A – Second (2013) Addendum to the 2007 Ontario Urbanization Study, is an update to the City's Economic Opportunities Analysis. As noted in Appendix A, Ontario has not been able to capitalize on multiple recent rail-dependent industrial site inquiries due to lack of a suitable site(s). The proposed site will improve the local economic conditions consistent with adopted public policy.
8. <i>Potential conflicts between commercial and industrial development and agriculture shall be minimized. Agricultural lands shall be conserved whenever possible.</i>	Complies – This policy is addressed in Section 2 of this report. Rail-dependent industrial uses do not conflict with agricultural uses because their operational characteristics (like agricultural operations) typically are noisy and dusty. Moreover, the proposed site is bordered on all sides by existing roads and railroads, which provide buffers to existing agricultural areas – all within the URA. To the south is an area that is planned for future rail-dependent industrial uses.
9. <i>Industrial land shall not be so located as to interfere with the enjoyment of residential land, and residences and manufactured home parks shall be prohibited from encroaching on lands most suitable for and planned for</i>	Complies – The proposed rail-dependent industrial site is adjacent to two railroad lines and continues an existing pattern of industrial development along UPRR. The designations for land bordering the site are Agricultural and Industrial..

<p><i>industry.</i></p> <p>10. Commercial and industrial developments shall contribute to the costs of building and maintaining central public facilities (such as the water treatment plant) on a basis appropriate to the type and scale of the development. Costs shall be determined by the city council and recovered through various development user fees.</p>	<p>Complies – Compliance with this policy is ensured by the provisions of signed annexation agreements found in Appendix F, by the Heavy Industrial zone and by SDC provisions of the Ontario Municipal Code.</p>
---	--

C. Urbanization Policies (Goal 14)

As demonstrated in Table 6 below, inclusion of the proposed rail-dependent industrial site into the UGA complies with applicable urban growth policies.

Table 6. Urbanization Policies: Consistency Analysis

Urbanization Policy	Consistency Analysis
<p>1. Ontario will coordinate with Malheur County in the establishment and maintenance of a 50-Year Urban Reserve Area (URA).</p>	<p>Complies – The City and County coordinated to establish the URA in 2007.</p>
<p>2. Ontario will monitor land development on an annual basis and compare the supply of buildable land against the land needs identified in the Ontario Urbanization Study (2007).</p>	<p>Complies – The City has monitored the buildable land compared to the needs identified in Appendix A, and has determined that the proposed site would help the city meet rail-dependent industrial site need requirements.</p>
<p>3. Ontario will periodically expand the Urban Growth Boundary (UGA) to maintain a continuous, 20-year supply of buildable land for employment, housing and public/semi-public needs.</p>	<p>Complies – The proposed site is needed within the UGA in order for the City to meet identified target industry site needs and therefore maintain a 20-year supply of land for employment needs. The proposed site is also needed to meet short-term (within the next five years) demand for rail-dependent industrial firms.</p>

SECTION 6: COMPLIANCE WITH THE MALHEUR COUNTY COMPREHENSIVE PLAN:

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

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

Response: In 2007, Malheur County and the City of Ontario jointly adopted an Urban Reserve Area (URA) immediately outside the Ontario Urban Growth Area (UGA). The purpose of the URA was to identify lands that will be "first priority" for inclusion within the Ontario UGA when need is shown.

The proposed plan amendment brings approximately 248 acres of URA land for Heavy Industrial (rail-dependent industrial) use. Since URA lands are "first priority" for inclusion, and only URA lands are proposed for inclusion, the proposed UGA amendment is consistent with the comprehensive plan.

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

Response: As explained in Section 1:

- A detailed analysis of buildable land within the existing UGA (the BLI) was performed in 2007;
- Appendix A (Second (2013) Addendum to the 2007 Ontario Urbanization Study) identifies a need for a rail-dependent industrial site of 150-400 acres, adjacent to a short line railroad. The 2007 BLI indicates that no sites larger than 80 acres are available within the UGA, and no sites are available adjacent to a short line railroad so these needs must be met outside the UGA.

By designating 248 acres of land for heavy industrial use, rail-dependent industrial site need will be met – at least until this property is developed for one or more rail-dependent industrial users.

Section 2 of this application considered alternative URA sites to meet the industrial land need. After considering the requirements of Statewide Planning Goal 14 (Urbanization), this application found that the proposed site is the only site that meets identified site requirements within the Ontario UGA or URA.

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

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

Response: This criterion is not directly applicable. However, as documented in Appendix E (Public Facilities Report), the City can provide adequate urban sewer and water service to this area within six months following annexation to the City.

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

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

Response: Appendices C and D contain proposed TSP amendments and a traffic impact study. As detailed in Appendix D, proposed improvements mitigate for significant transportation impacts generated by the proposed plan amendment. The City and Lancaster Engineering coordinated closely with the Oregon Department of Transportation (ODOT) in preparing Appendices C and D.

SECTION 7: ANNEXATION TO THE CITY OF ONTARIO

As stated in OAR 660-014-0060:

"... city annexation made in compliance with a comprehensive plan acknowledged pursuant to ORS 197.251(1) or 197.625 shall be considered by the commission to have been made in accordance with the goals unless the acknowledged comprehensive plan and implementing ordinances do not control the annexation."

As proposed in this application, the proposed site will have a City Industrial plan designation implemented by the City's Heavy Industrial zoning. The Heavy Industrial zone is identified in the City Zoning Code as an Industrial Zone. Sections 2-5 of this report demonstrate that the Industrial plan designation and Heavy Industrial zoning comply with applicable Statewide Planning Goals and policies of the *Ontario Comprehensive Plan*.

Annexation to the City of Ontario is governed by Title 10B (Administrative Procedures for Land Use Regulation) – Chapter 45 (Annexation). This chapter does not have specific annexation review criteria and implements the requirements of ORS Chapter 222 — City Boundary Changes; Mergers; Consolidations; Withdrawal. As provided in the Title 10B-45-10 and ORS 222.125 consent forms must be signed by the owner of the proposed site for annexation to proceed. The annexation review process will be consolidated with the public hearing process for the entire plan and code amendment package.

Owners of all property to be annexed have signed annexation agreements consenting to annexation of their property to the City. The annexation agreements also commit each owner to pay annexation and consultant fees at the time of development. Appendix F includes the signed annexation agreements.

The following properties are to be annexed and the Zoning Map designations for the following parcels are to be changed from County Agriculture (EFU) to City Industrial – Heavy Industrial (I2):

Ref #	Map	Tax Lot #	Acres	Owner
18497	18S4716A	600	4.0	Evans Grain
18340	18S4716A	700	8.1	Evans Grain
15205	18S4716A	900	8.2	Weaver
7780	18S4716A	1100	7.8	Weaver
7787	18S4716	1400	0.2	Navarrete

7788	1854716	1500	0.3	Navarrete
7786	1854716	1600	19.1	Duyn / Navarrete
7789	1854716	1800	57.6	Kameshige
7790	1854716	1800	0.9	Kameshige
7791	1854716	1300	79.0	Duyn / Navarrete
7792	1854716	1200	40.2	Duyn / Navarrete
7793	1854716	1100	47.6	Duyn / Navarrete

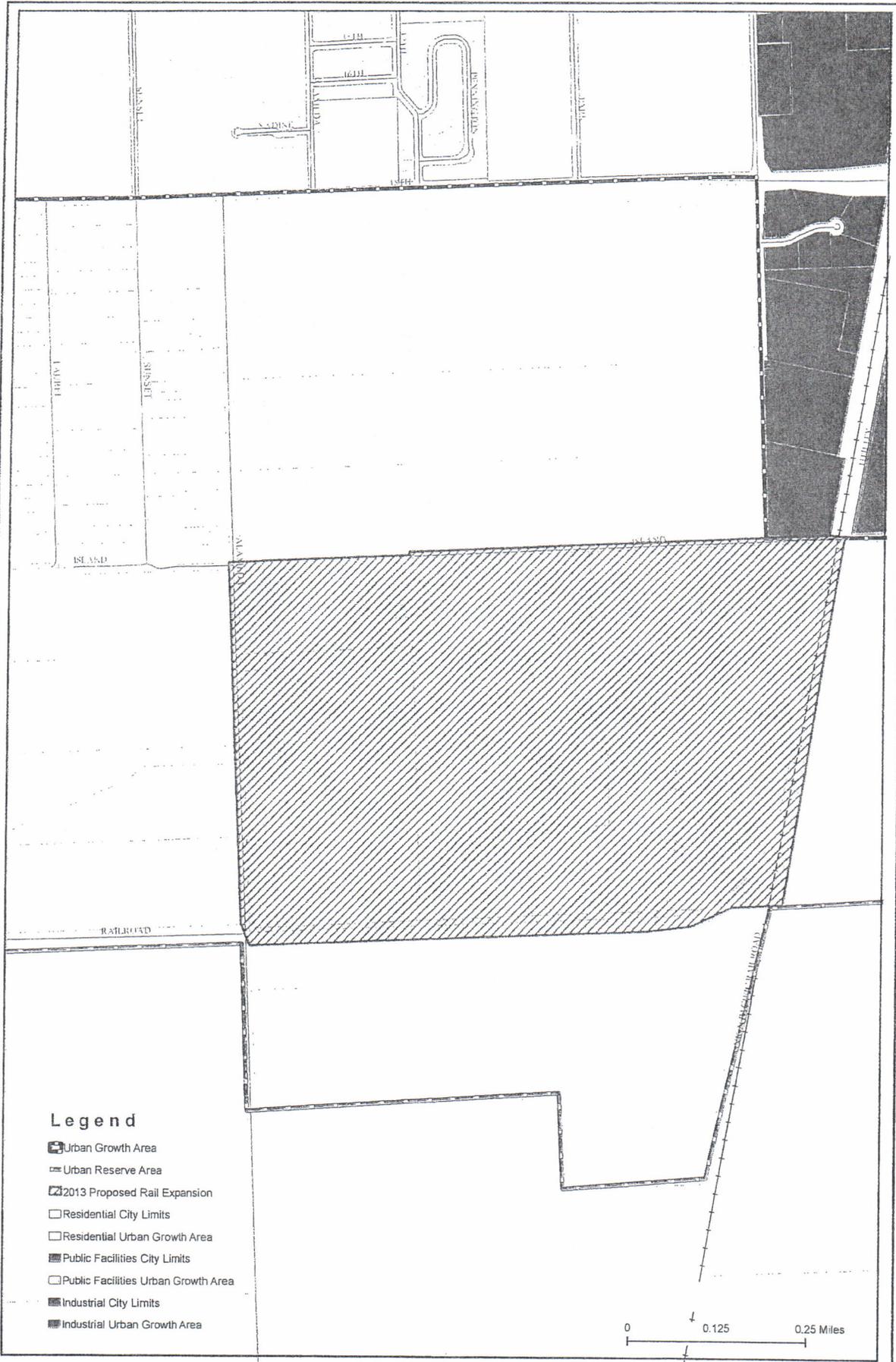
CONCLUSION

Based on the findings in Sections 1-6 above, the proposed plan amendment package (including UGA expansion, TSP update, comprehensive plan / zoning map changes, comprehensive plan policy and text amendments, and annexation to the City of Ontario) complies with applicable Statewide Planning Goals and provisions of the *Ontario Comprehensive Plan*, the *Malheur County Comprehensive Plan*, and City and County zoning ordinances.

The proposed amendment package directly implements adopted and acknowledged plan policies to identify and meet site needs for targeted industries. The proposed UGA amendment site best meets identified needs of rail-dependent industrial uses for reasons stated in Sections 2 and 3 of this report.

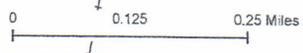
Protecting the proposed amendment site from development of sites under 50 acres, and verifying that industrial users *require* access to the OERR short-line will ensure that the site is maintained in its potential for rail-dependent industrial users, and continues to be viable agricultural land until large-scale industrial development occurs. Ontario's "no net loss of irrigated agricultural land" policy will ensure that irrigation rights from farm land added to the UGA will be transferred to dry farm land elsewhere in the area.

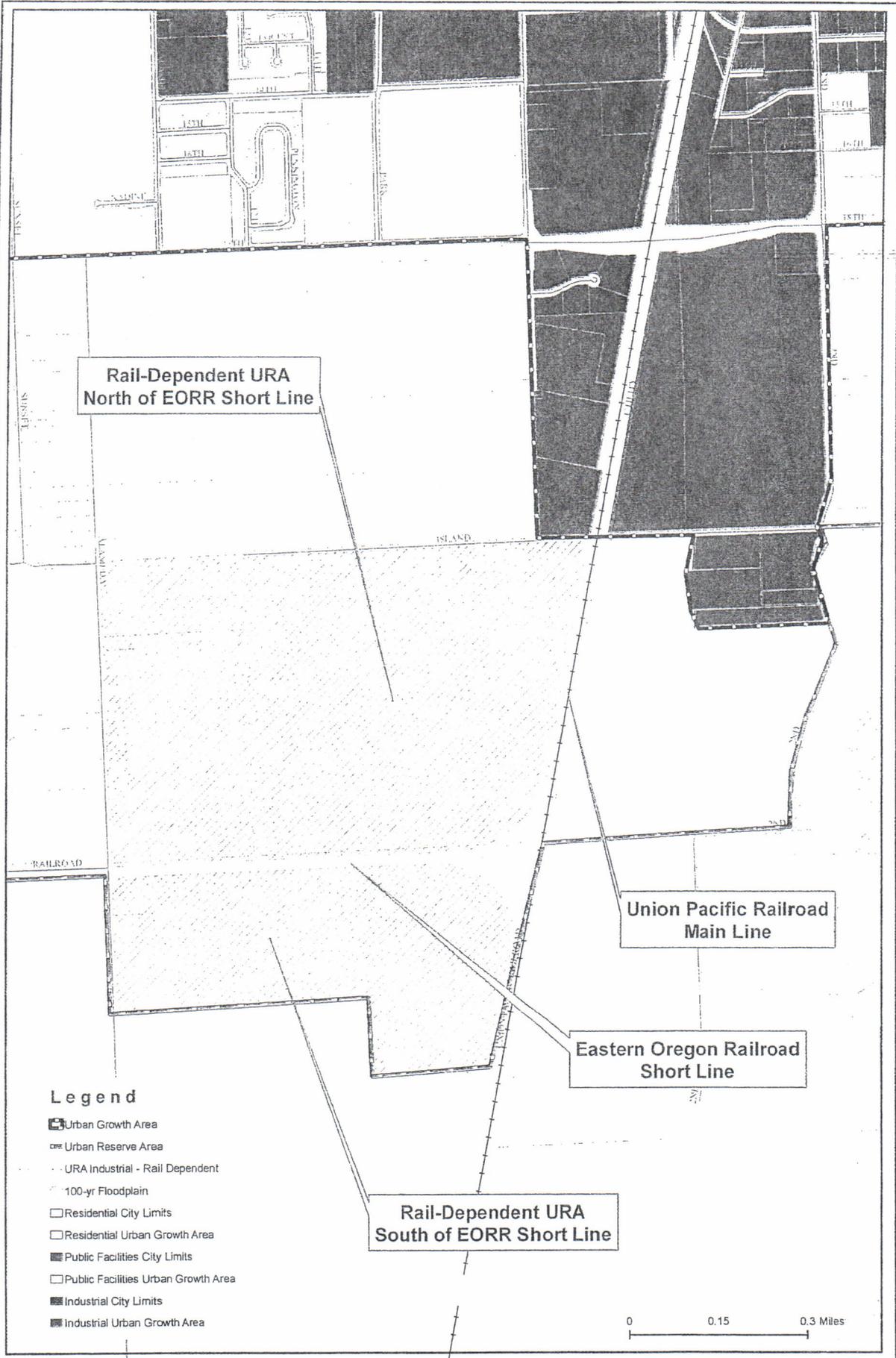
The TSP amendments as supported by the Transportation Impact Study update will ensure that potential impacts to the state and local transportation system are addressed prior to development of newly annexed land, while allowing the City to plan for the efficient development of the proposed UGA amendment site.



Legend

- Urban Growth Area
- Urban Reserve Area
- 2013 Proposed Rail Expansion
- Residential City Limits
- Residential Urban Growth Area
- Public Facilities City Limits
- Public Facilities Urban Growth Area
- Industrial City Limits
- Industrial Urban Growth Area





**Rail-Dependent URA
North of EORR Short Line**

**Union Pacific Railroad
Main Line**

**Eastern Oregon Railroad
Short Line**

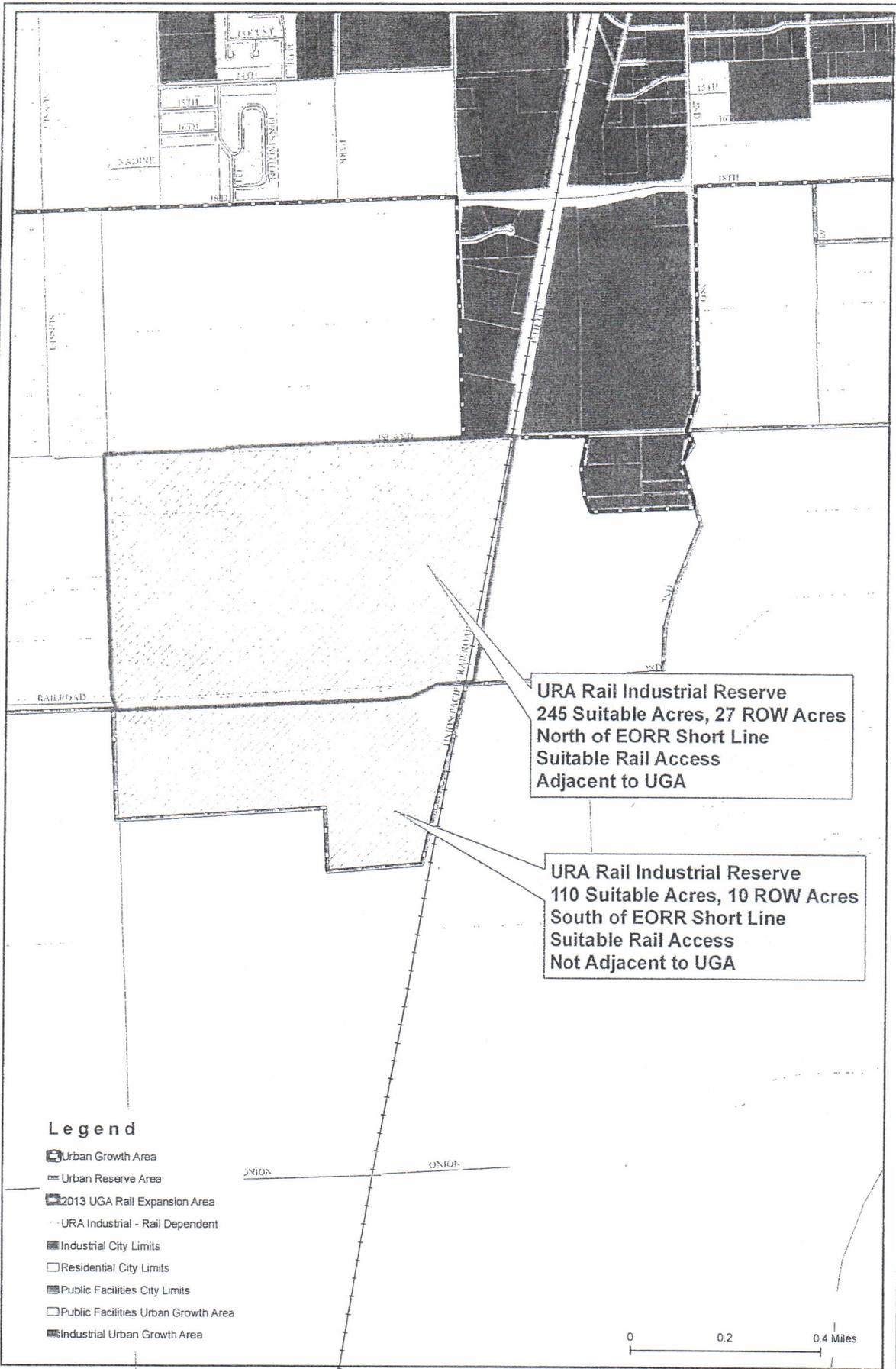
**Rail-Dependent URA
South of EORR Short Line**

Legend

- Urban Growth Area
- Urban Reserve Area
- URA Industrial - Rail Dependent
- 100-yr Floodplain
- Residential City Limits
- Residential Urban Growth Area
- Public Facilities City Limits
- Public Facilities Urban Growth Area
- Industrial City Limits
- Industrial Urban Growth Area

0 0.15 0.3 Miles





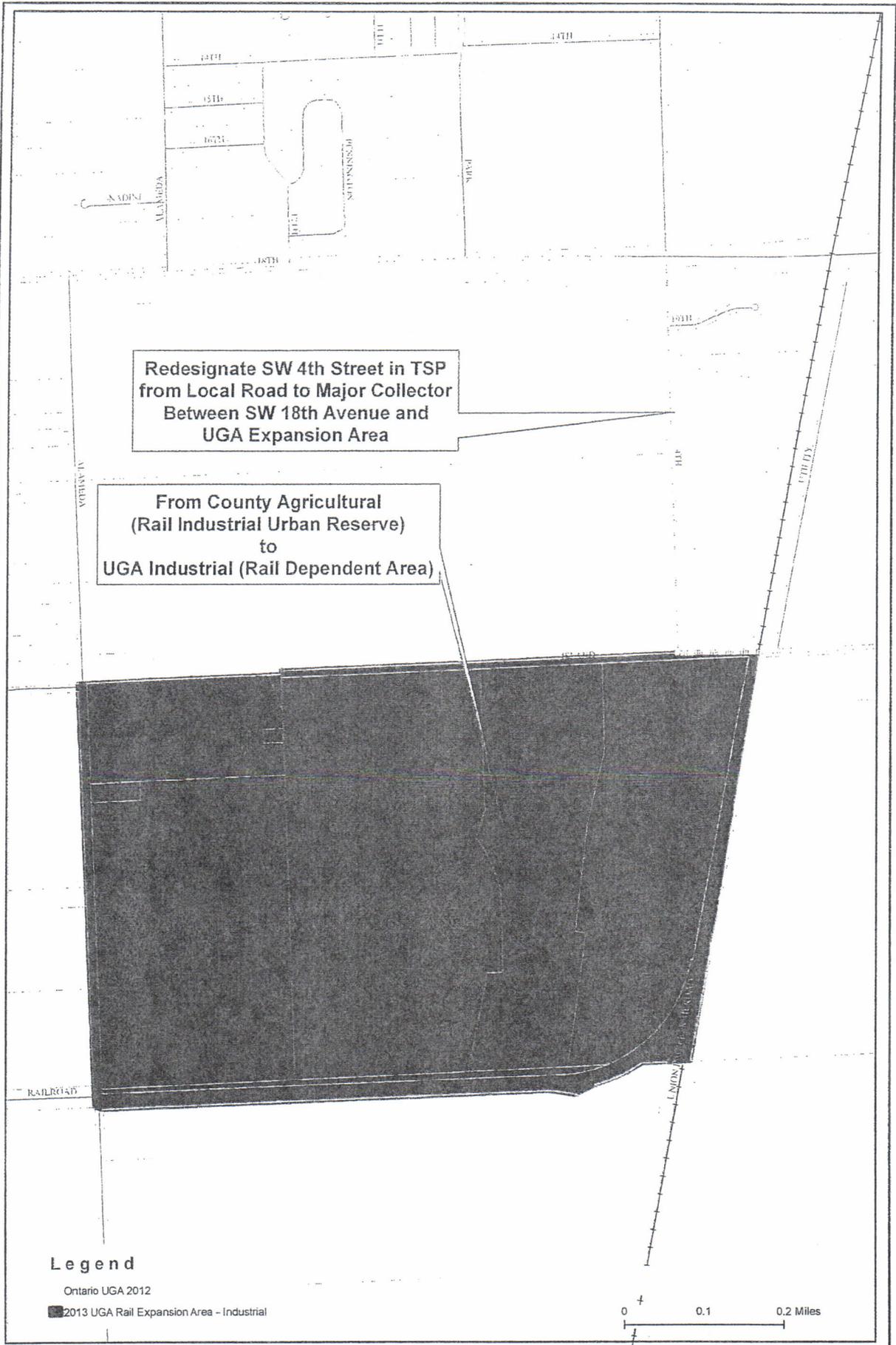
URA Rail Industrial Reserve
 245 Suitable Acres, 27 ROW Acres
 North of EORR Short Line
 Suitable Rail Access
 Adjacent to UGA

URA Rail Industrial Reserve
 110 Suitable Acres, 10 ROW Acres
 South of EORR Short Line
 Suitable Rail Access
 Not Adjacent to UGA

Legend

- Urban Growth Area
- Urban Reserve Area
- 2013 UGA Rail Expansion Area
- URA Industrial - Rail Dependent
- Industrial City Limits
- Residential City Limits
- Public Facilities City Limits
- Public Facilities Urban Growth Area
- Industrial Urban Growth Area





Redesignate SW 4th Street in TSP
from Local Road to Major Collector
Between SW 18th Avenue and
UGA Expansion Area

From County Agricultural
(Rail Industrial Urban Reserve)
to
UGA Industrial (Rail Dependent Area)

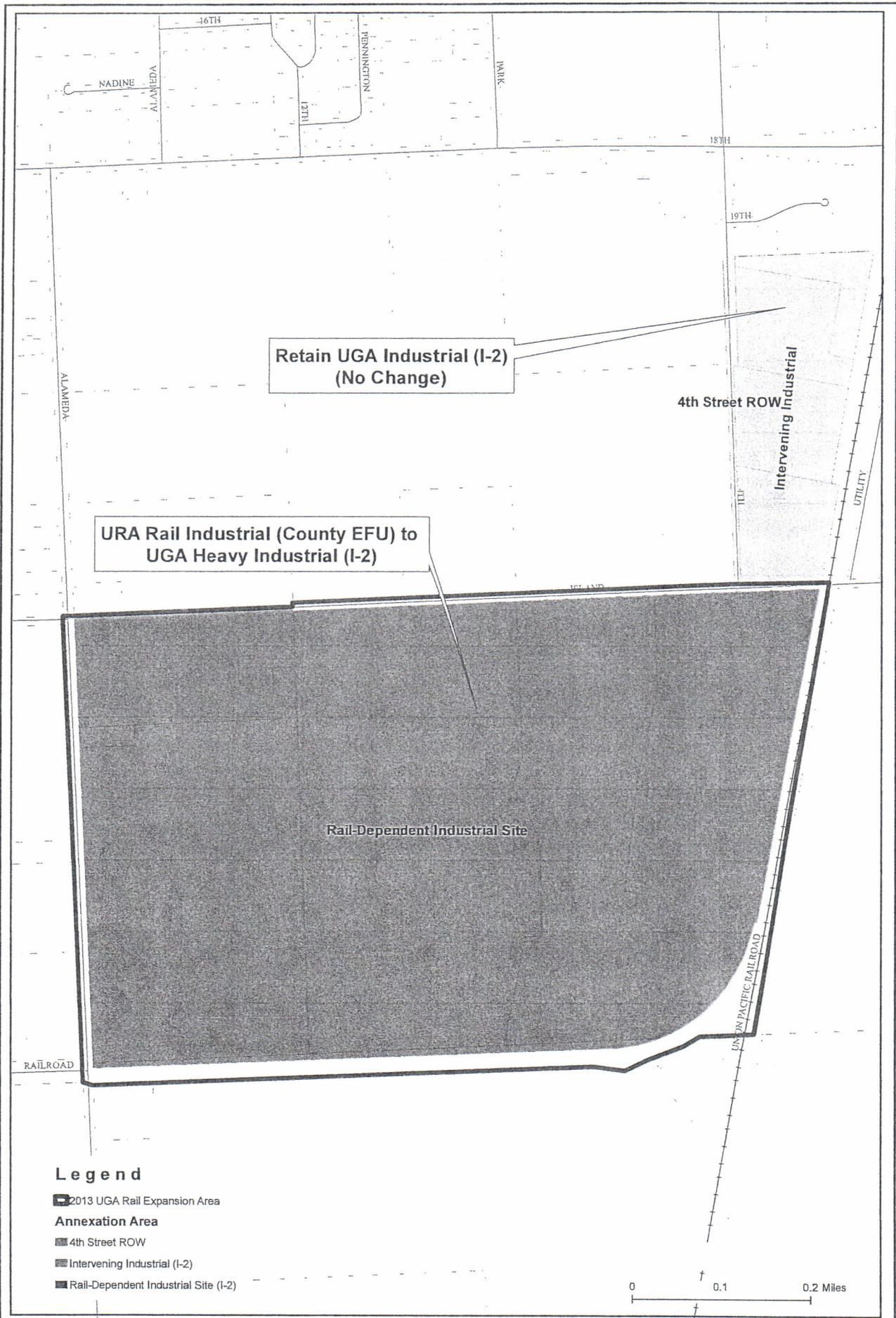
Legend

Ontario UGA 2012

■ 2013 UGA Rail Expansion Area - Industrial

0 0.1 0.2 Miles





Retain UGA Industrial (I-2)
(No Change)

URA Rail Industrial (County EFU) to
UGA Heavy Industrial (I-2)

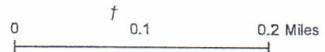
Intervening Industrial

4th Street ROW

Rail-Dependent Industrial Site

Legend

-  2013 UGA Rail Expansion Area
- Annexation Area**
-  4th Street ROW
-  Intervening Industrial (I-2)
-  Rail-Dependent Industrial Site (I-2)



FOR OFFICIAL USE ONLY

APPLICATION FEE
\$10 Non Refundable

___ Cash ___
___ Check # ___
___ Visa ___

(finance code SPEVP - APFEE)

AND

FOR

✓ PAYMENT

(fir
us

CITY OF ONTARIO
12/12/2013 12:58 PM

Receipt No. 6564224

Dist. # 000000
JOLTS & JUICE COMPANY
298 S OREGON ST
ONTARIO, OR 97914

**SPECIAL EVENTS PERMIT APPLICATION
OCC 3-15**

Receipt Total \$100.00

**THIS APPLICATION MUST BE FILED WITHIN 15 DAYS PRIOR TO 1
60 DAYS IN THE EVENT APPLICANT REQUESTS SIGNIFIC**

This application is to be completed by individuals or groups orga
the normal range of activities typically occurring in the area wh
take place, and that places an additional demand on City servic
reservation for exclusive use of a park pavilion. **Exception: Events
semiannually will follow the same procedure as if the event were sen
application per six-month period will be required. The applicant shou
episode the event will occur within those six months in the applicatio.**

Cash Amt: 0.00
Check Amt: 100.00 Ck# 18443
Change Amt: 0.00

045-000-469200
City Street Bloc
k Off 100.00

Cashier: sudnie
Station: CN-FRTDSK2-2678

1) Applicant Full Legal Name: Tour of Ontario

2) Complete permanent home and local address of Applicant.
298 S. Oregon St Ontario OR
Address & Apartment # City State Zip Phone

3) Name of Sponsoring Organization:
Jolts + Juice / Oregon Natural Market / Eastern Oregon Cycles

4) Estimated number of people who will participate in the event: 150 +
If proposed event is a parade, also include the number of animals and
automobiles participating in the event:
Animals: _____
Automobiles: _____

5) Proposed Date of Event: 3/29/2014 **SAT**
Beginning Time: 1pm Ending Time: 7pm

6) Proposed location of event: Downtown

7) Description of proposed event: Downtown Criterium - Race Course North
on Oregon Right on SE 1st Ave, Right on Depot Lane, Right on
SE 4th Avenue, Right and back on Oregon Street

8) Attach additional information as requested on the instruction form for the type of
permit you are requesting. (See attached)

T/C Tozold
w/b here @
1/6 w/s

T/C Vicki
w/b here @
1/2 w/s

9) Type of permit requested and refundable clean-up and/or damage deposits* required:

- Consume alcohol in public park (**check with Ontario Police Department for rules and regulations – find out whether a temporary license will be needed**)
- Use other City property
- Reserve park pavilion only (\$10 reservation fee – non-refundable)
- Temporary closure of street(s) (**attach a proposed street closure map**)
(**For events such as holiday markets, festivals, public dances, parades**)
- Use a significant portion of a park (\$50 use fee – non-refundable)
(**If using significant portion of park AND pavilion, \$50 fee includes pavilion reservation**)

Deposits (finance code for forfeited deposits for cleaning FRCLNDP and for damage FRDMDP)

- \$25 clean-up deposit for groups under 10
- \$50 clean-up deposit for groups 10 < 25
- \$75 clean-up deposit for groups 25 < 50
- \$100 clean-up deposit for groups 50 < 100
- \$250 clean-up deposit for groups 100 < 250
- \$500 clean-up deposit for groups 250+ (**constitutes significant use of park**)

- \$500 damage deposit for equipment being set up in park
- \$500 damage deposit for vehicles driven in park

Additional Fees

- \$66 City pre and post inspection fee (**mandatory for significant use of park**)
(finance code PKINSP)
- \$100 for City crew block-off (finance code STRTBLK)
- \$100 electricity fee (available only at Lion's Park) (finance code AQELEC)

***Clean-up deposits are refundable with production of photographic evidence of cleaned and/or undamaged area.** Damage deposits will tentatively be refunded within seven business days after the last date of the event, depending upon the findings of the Parks Department's inspection of the site.

10) If use of a park and/or pavilion are requested, please indicate which of the following is requested:

Parks with reservable pavilions:

- | | |
|--|---|
| <input type="checkbox"/> Lion's Park | <input type="checkbox"/> Beck Kiwanis Park |
| <input type="checkbox"/> Pavilion #1 – 10 tables | <input type="checkbox"/> Pavilion #1 – 8 tables |
| <input type="checkbox"/> Pavilion #2 – 10 tables | <input type="checkbox"/> Pavilion #2 – 8 tables |
| <input type="checkbox"/> Pavilion #3 – 10 tables | |
| <input type="checkbox"/> Laxson Park | <input type="checkbox"/> Eastside Park |
| <input type="checkbox"/> Pavilion #1 – 4 tables | <input type="checkbox"/> Pavilion #1 – 5 tables |

Non-reservable parks – no pavilions available (use permits only):

- Optimist Park Moore Park Railroad Depot Park Downtown Park

INFORMATION TO APPLICANT - PLEASE READ CAREFULLY BEFORE SIGNING.

If you have applied for use of a park or reservation of a pavilion, a map of the park you intend to use should be attached to this application. If it is not, please ask for one. The map will show the location of the pavilions and the area of the park you are to use for your event.

Upon signing this Application, Applicant states that he/she has reviewed all pertinent information and that all information contained in the application is true and correct to the best of Applicant's knowledge.

Wicki Weir
Signature of Applicant

12-12-2013
Date

TO BE COMPLETED BY THE ONTARIO CITY MANAGER OR HIS DESIGNEE:

The following have reviewed the foregoing application and given their opinion:

_____ This application is hereby APPROVED and issuance of a SPECIAL EVENT PERMIT is hereby authorized.

_____ I hereby DENY this application for the following reasons:

CITY MANAGER

NOTICE TO APPLICANT UPON APPROVAL

The City Manager may revoke a special events permit if circumstances clearly show that the event can no longer be conducted consistent with public safety.

Any persons violating any provision of Chapter 3 of the Ontario Municipal Code commits a Class B civil violation.

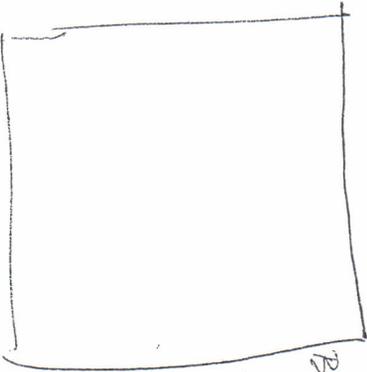
Please note that City parks are for public use and therefore open to all residents. In scheduling the use of a covered area, there will be reservation signs placed at the desired location. All other areas will not be reserved.

ADDITIONAL REQUIREMENTS/PROVISIONS

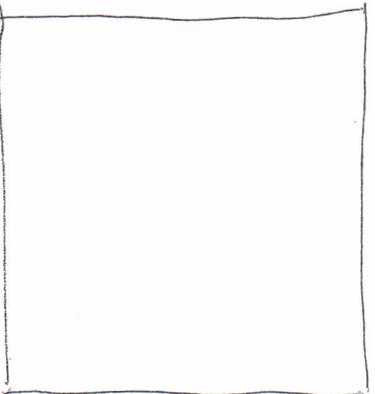
Additional requirements and provisions are set out in the attachment to this application specifically for the permit for which you have applied.

REV 07/03 SA

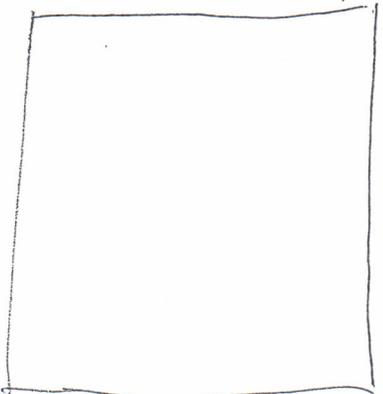
1 Date



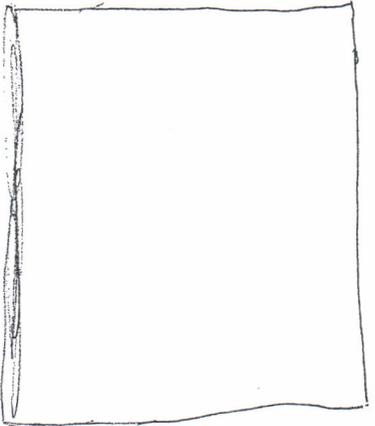
Block



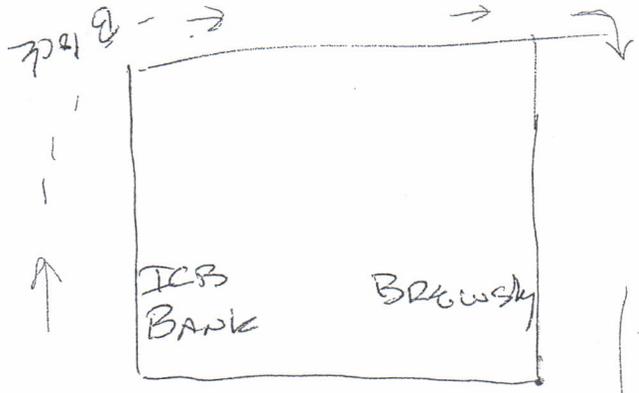
Block



Block



Block

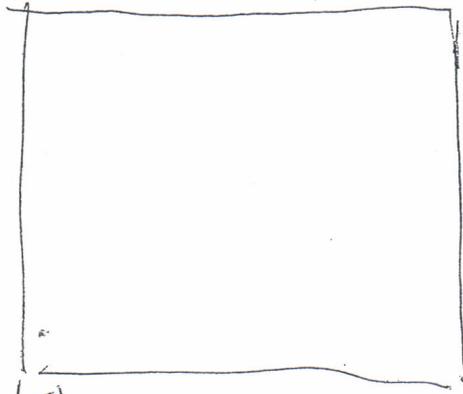


← Block

ICB BANK

Brewsky

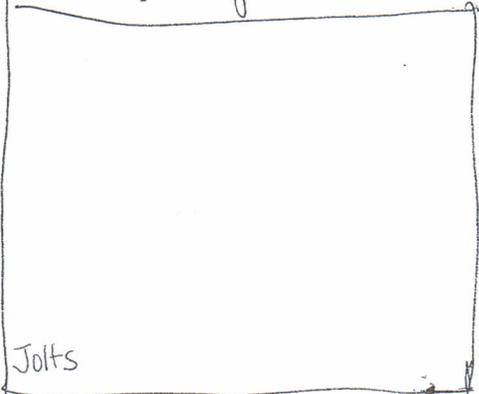
Blk 1st Ave



Block

Blk 2nd Ave

Block

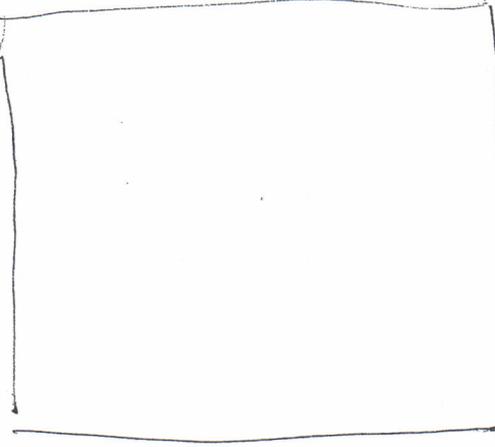


Jolts

Block

Blk 3rd Ave

Start of finish



Depot Lane

177

Block

atn

Block

1st

AGENDA REPORT
January 21, 2014

TO: Ontario City Council

FROM: Al Higinbotham, Fire Chief

THROUGH: Jay Henry, City Manager

SUBJECT: RESOLUTION #2014-104: PURCHASE OF RADIO REPEATER SYSTEM

DATE: January 13, 2014

SUMMARY:

Attached is the following document:

- Resolution #2014-104

The Fire Department would like to purchase radio repeater equipment that is needed to move toward 9-1-1 consolidation with Malheur County. The Request for Bid was due on January 6, 2014, and only two quotes were received out of the four requested. We received quotes from White Cloud Communications and Gem State Communications. However, Gem State Communications cannot provide an option that offers what we need to meet the ISO/NFPA requirements, which was required in the specifications; therefore, Gem State was eliminated from the bidding process.

PREVIOUS COUNCIL ACTION:

06/27/2013 Council directed staff to work toward 9-1-1 consolidation with Malheur County.

BACKGROUND:

The Fire Department currently has a radio repeater located at the water tower located off of Foothill Drive. Currently the Ontario Dispatch Center transmits from City Hall to the repeater for fire department calls for service, and including paging of all firefighters. This repeater is also used for emergency scene radio transmissions, which includes the use of portable radios.

Once the dispatch center is moved to the Sheriff's Office in Vale, the repeater site on Foothill Drive will be in the shadow of Malheur Butte. This prevents clear radio and paging radio transmission from the Malheur County Sheriff's Dispatch Center radio tower on Rhinehart Butte.

Once consolidation occurs, it will be imperative that information and calls for service be given by radio transmissions, including paging and portable radio transmissions.

The fire department would like to install a new repeater system at the Airport Fire Station #2. This location is in clear line of site with Rhinehart Butte and a central location for all fire department radio transmissions. Station #2 also has emergency power available for the repeater which the Foothill site does not currently have. This location would enhance all radio transmissions and paging capabilities ensuring firefighter safety and responses.

Cost estimates have been obtained to purchase and install a new repeater system at Fire Station #2 (\$13,080.30). There are currently no known funding sources for the replacement of this equipment.

Staff requests to proceed with the purchase and installment of the equipment, allocating the purchase from Contingency Funding.

FINANCIAL IMPLICATIONS:

The purchase of the equipment will require up to \$13,080.30 be taken from Equipment Replacement Contingency.

RECOMMENDATION:

Staff recommends the Council adopt Resolution #2014-104.

PROPOSED MOTION:

I move that the Council adopt Resolution #2014-104: A RESOLUTION AUTHORIZING THE PURCHASE AND INSTALLATION OF A RADIO REPEATER SYSTEM, ALLOCATING THE PURCHASE FROM EQUIPMENT REPLACEMENT CONTINGENCY FUNDING IN THE AMOUNT OF \$13,080.30.

RESOLUTION # 2014-104

A RESOLUTION REDUCING CONTINGENCY TO PURCHASE RADIO REPEATER EQUIPMENT FOR THE FIRE DEPARTMENT AND AUTHORIZING EXPENDTURE OF THOSE FUNDS

WHEREAS, The City Council has directed staff work toward the consolidation of 9-1-1 services to Malheur County; and

WHEREAS, the implementation of radio repeater equipment is needed for consolidation to occur; and

WHEREAS, the Ontario Fire Department has obtained a cost estimate for that equipment; and

WHEREAS, the City desires to modify the 2013-2014 budget to receive and expend funds to purchase and install that equipment.

NOW THEREFORE, BE IT RESOLVED by the Ontario City Council to approve the following adjustments to the fiscal year 2013-2014 budget:

Line Item	Item Description	FY 13-14 Budget	Amount of Change	Adjusted Budget
GENERAL FUND				
001-004-871100	Equip Repl Contingency	\$86,800	(\$13,081)	\$73,719
020-048-712100	Equipment Purchase	\$0	\$13,081	\$13,081

Effective Date: Upon adoption

Passed and adopted by the Ontario City Council this 21st day of January, 2014.

Ayes:

Nays:

Absent:

Approved by the Council President this 21st day of January , 2014.

ATTEST:

LeRoy Cammack, Mayor

Tori Barnett, MMC, City Recorder

AGENDA REPORT
January 21, 2014

TO: Ontario City Council
FROM: Tori Barnett, MMC, City Recorder
SUBJECT: **APPOINTMENTS TO BOARDS, COMMITTEES, AND COMMISSIONS**
DATE: January 13, 2014

SUMMARY:

Attached are the following documents:

- Letters of interest for appointment/reappointment from various citizens.

It is time for the annual appointment of City committee, commission and board members. Following are the vacancies and expressions of interest in serving.

AIRPORT BOARD: 2 VACANCIES

Two letters received - Christ Droege and Jack Terry both request reappointment.

GOLF COMMITTEE: 2 VACANCIES

Two letters received – one new, one requesting reappointment: John Schram seeks reappointment; Robert Myers seeks appointment.

PLANNING COMMISSION: 1 VACANCY

One letter received – Craig Smith requests reappointment.

PUBLIC WORKS COMMITTEE: 3 VACANCIES

Two letters received – Bernie Babcock and Riley Hill both request reappointment.

RECREATION BOARD: 2 VACANCIES

Two letters received – one new, one reappointment. Jeremy Roberts requests reappointment; Debbie Schaffeld seeks appointment.

V&C BUREAU BOARD: 2 VACANCIES

Two letters received – Doug Dean and Cheryl Cruson both seek reappointment.

RECOMMENDATION:

Staff makes no recommendation as these are appointments made by the Council.

PROPOSED MOTION:

I move to appoint Chris Droege and Jack Terry to the Airport Board; John Schram and Robert Myers to the Golf Committee; Craig Smith to the Planning Commission; Bernie Babcock and Riley Hill to the Public Works Committee; Jeremy Roberts and Debbie Schaffeld to the Recreation Board; and Douglas Dean and Cheryl Cruson to the V&C Board. Expiration of terms will coincide with those established by ordinance.



City of Ontario
Office of the City Recorder
Tori Barnett, MMC, City Recorder
444 SW 4th Street
Ontario, OR 97914
Voice (541)881-3232
Fax (541)889-7121
tori.barnett@ontariooregon.org

November 4, 2013

11-15-2013

Chris Droege
PO Box 990
Ontario, OR 97914

Re: Airport Committee

Dear Mr. Droege:

Your term on the Airport Committee expires December 31, 2013. I want to express my appreciation for your service as a member of this group. The issues you have dealt with over this term have ranged in complexity, and Ontario has benefited from your experience and your willingness to give your time.

As we prepare for the new year, the City Council and I need to know whether you would like to be considered for reappointment. If yes, please submit a letter of interest either by email, regular mail, or drop it off at the City Hall front desk. Letters need to be received by this office no later than Friday, December 6, 2013.

After the 6th, the Council and staff will review all letters received, with appointments tentatively scheduled for a January Council meeting.

If you have any questions, please contact me at 541-881-3232.

Sincerely,

Tori Barnett, MMC
City Recorder

Tori - I will be able to continue with
being on the Airport Committee for another
term, if you need someone. Please submit
my name to City Council + let me know.
Thanker!
- Chris

November 20, 2013

Tori Barnet, MMC
City of Ontario
444 SW 4th Street
Ontario, OR 97914

Re: Airport Committee

Good Morning:

Thanks for your letter regarding the coming expiration of my term on the Committee.

As a pilot and aircraft owner based at KONO I've enjoyed serving with the group and being a part of and contributing to the improvements which have taken place at the airport over the past several years.

Further to that, I would be honored to continue serving on the Airport Committee.

Kindly contact me if there are questions or if further information is needed.

Sincerely yours,



Jack Terry

Tori Barnett - golf commitytee

From: <schramco@q.com>
To: Tori Barnett <tori.barnett@ontariooregon.org>
Date: 12/5/2013 4:25 PM
Subject: golf commitytee

Please consider me for reappointment to the golf committee. I am very interested in the continuation of our golf course, and will do what I can to see that this happens.

John M. Schram

Tori Barnett - Golf Committee Vacancy

From: Robert Myers <daddibob@hotmail.com>
To: "tori.barnett@ontariooregon.org" <tori.barnett@ontariooregon.org>
Date: 12/2/2013 2:54 PM
Subject: Golf Committee Vacancy

My name is Robert Myers. I reside at 1954 Brianna Cr. in Ontario, Oregon. I would like to enter my name into consideration for the vacancy on the Golf Course Board. I am retired and a lifetime golfer with a desire to help the golf course continue to improve and become a real destination attraction in the future. I think the current manager and staff have managed to address the problems and solutions to those problems very well in the short amount of time given. The future of recreation in Ontario looks good and with patience and hard work it can become something all citizens can be proud of. Thank you for your consideration and looking forward to working with you in the future.

Robert Myers

1954

Brianna Cr.

Ontario, Oregon

e-

mail daddibob@hotmail.com

Tori Barnett - Planning Commission Term

From: Craig Smith <craig@agile-homes.com>
To: "Marcy Skinner (Marcy.Skinner@ontariooregon.org)" <Marcy.Skinner@ontario...>
Date: 11/8/2013 2:18 PM
Subject: Planning Commission Term

Please consider this my letter of interest in a new term on the Ontario Planning Commission. Please consider me for reappointment.

Thank you.
Craig.

Craig Smith
Agile Homes
208-571-6914
www.agile-homes.com

"Luxury is the Standard"

Tori Barnett - PUBLIC WORKS COMMITTEE

From: Bernie Babcock <Babcock@tvcc.cc>
To: "Tori.Barnett@ontariooregon.org" <Tori.Barnett@ontariooregon.org>
Date: 11/19/2013 2:13 PM
Subject: PUBLIC WORKS COMMITTEE
CC: "Suzanne.Skerjanec@ontariooregon.org" <Suzanne.Skerjanec@ontariooregon.org>

I received the letter, dated November 4, 2013, regarding my term, on the Ontario Public Works Committee, which expires on December 31, 2013.

I am sending this electronic mail as notice expressing my interest in reappointment to the Ontario Public Works Committee for a second term. Let me know if you need anything further.

Thanks!

12/13/13

RILEY J. HILL
PO BOX 428
ONTARIO, OREGON 97914
1-541-889-9113
Fax 1-541-889-3840
Email fm_rhill@fmtc.com

December 11, 2013

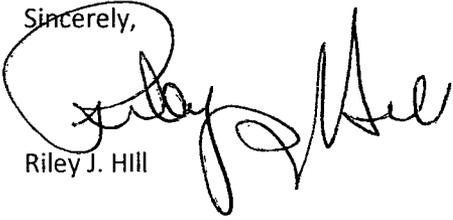
City of Ontario
Attn: City Recorder, Tori Barnet
444 SW 4th Street
Ontario, OR 97914

Re: Public Works Committee

Dear Ms. Barnet:

Please put my name before the City Council for another term on the Public Works Committee.

Sincerely,



Riley J. Hill

11-13-2013

November 13, 2013

To: Tori Barnett

From: Jeremy Roberts

Re: City of Ontario, Recreation Board

I would like to retain my position on the City of Ontario Recreation Board for the next term. If you have any questions please let me know. You can reach me at 541-212-9540.

Thank you,


Jeremy Roberts

December 19, 2013

12/20/13

I would like to volunteer my time to participate on the Ontario Recreation Board. I was born and raised in Ontario and want to give my time and energy in helping make our community a better place for families.

Thank you

Debbie Schaffeld

503-939-2606

Ontario City Manager, City Council and City Recorder
444 S.W. 4th Street
Ontario, Or. 97914

Re: seat on Visitors and Convention Bureau Board

To whom it may concern:

I, Douglas Dean, understanding that my term as a volunteer on this City Board is about to expire, wish to submit my name for consideration to be reappointed to this Board.

Thank you for the opportunity to serve the citizens of Ontario and the City Council in this capacity.

Respectfully,
Douglas Dean
P.O. Box 933
Ontario, Or. 97914

541-881-8881

Tori Barnett - Visitors & conventions Bureau board

From: "Dale & Cheryl Cruson" <dcruson@fmtc.com>
To: <tori.barnett@ontariooregon.org>
Date: 12/8/2013 7:44 PM
Subject: Visitors & conventions Bureau board

Hi Tori,

I was sick all last week and did not have a chance to get by City Hall so please accept this email as my letter of interest to be considered for reappointment to the Visitors & Conventions Bureau Board. I have enjoyed serving in this capacity as the Vice Chairman and would like to continue. Please put my name before the City Council. Thank you. Cheryl Cruson 375 Outlook Drive, Ontario, OR 97914 Cell: 541-881-6168