AGENDA
VENETA CITY COUNCIL
MONDAY, SEPTEMBER 26, 2016 – 6:30 P.M.
Veneta Administrative Center, 88184 8th Street, Veneta, Oregon

6:30 **1. CALL TO ORDER**

6:30 **2. PUBLIC COMMENT** - Maximum time 20 minutes. Speakers will be limited to 3 minutes each. The Council will not engage in any discussion or make any decisions based on public comment at this time; however, they may take comments under advisement for discussion and action at a future Council meeting.

6:40 **3. LEGISLATIVE PUBLIC HEARING – PROPOSED COMPREHENSIVE PLAN DIAGRAM AND ZONING MAP AMENDMENTS, FILE #CP-ZC-1-16 SARTO VILLAGE**

1) Open Public Hearing
2) Declaration of Conflict of Interest or Ex-Parte Contacts
3) Staff Report (Lisa Garbett) (pgs. 3-307)
4) Applicant/Proponents
5) Opponents
6) Neutral Testimony
7) Applicant Rebuttal
8) Questions from the City Council
9) Close Public Hearing
10) Deliberation (Any decision to be rendered under Agenda Item 7.b.(1))

7:10 **4. PUBLIC HEARING – 8TH ST. SEWER LOCAL IMPROVEMENT DISTRICT (LID)**

1) Open Hearing
2) Staff Report/Agenda Item Summary (Kay Bork) (pgs. 308-311)
3) Public Comment
4) Questions from Council
5) Close Hearing
6) Council Deliberation and Decision

7:40 **5. CONSENT AGENDA**

a. Minutes for September 12, 2016 Work Session (pgs. 312-314)
b. Minutes for September 12, 2016 (pgs. 315-327)
c. Accounts Payable
   i. To be Paid – Payable through September 20, 2016 (pgs. 328-335)
d. Civic Calendar for October, 2016 (pg. 99)
e. Public Works Activity Reports for July and August, 2016 (pgs. 337-340)

7:45 **6. COUNCIL BUSINESS AND REPORTS**

a. Business
   (1) Lane County Sheriff's Office Activity Reports for July and August, 2016 (pgs. 341-342)
b. Council/Committee Liaison Reports

7:55 **7. STAFF REPORTS**

a. Emergency Preparedness Specialist.....Julie Reid
   (1) Emergency Preparedness Table Top Exercise (pgs. 343-346)

8:05 b. Community Development Director……..……..….....…Kay Bork
   (1) **Ordinance No. 540** – AN ORDINANCE AMENDING THE VENETA COMPREHENSIVE PLAN DIAGRAM AND VENETA ZONING MAP FROM RURAL R-RURAL RESIDENTIAL AND L-LOW DENSITY RESIDENTIAL TO M-MEDIUM DENSITY RESIDENTIAL PLAN DESIGNATION AND FROM RURAL RESIDENTIAL(RR) AND SINGLE FAMILY RESIDENTIAL (SFR) TO GENERAL RESIDENTIAL (GR) ZONE DESIGNATION for First Reading by Title Only. (pgs. 347-365)
   (2) Sidewalk Project Prioritization (pgs. 336-372)

8:25 c. Finance Director……..……..…….....…Shauna Hartz

(1) **Resolution No. 1208** - A RESOLUTION AUTHORIZING SIGNERS ON VARIOUS BANKING ACCOUNTS, FOR THE CITY OF VENETA AND REPEALING RESOLUTION NO. 1057 (pg. 373)

8:35 d. Public Works Director…...…...……...……..…..…Kyle Schauer

(1) Update on Wastewater Treatment Plant (verbal)

8:45 e. City Administrator……...…...…….…….……..…..…Ric Ingham

(1) Approval of Revised Intergovernmental Agreement (IGA) with Lane County to Provide Tobacco Retail Licensing Administrative and Enforcement Services (pgs. 374-376)
(2) **Ordinance No. 539 –** AN ORDINANCE ALLOWING OREGON'S HERBAL REMEDIES, A LICENSED RECREATIONAL MARIJUANA RETAIL FACILITY, TO LOCATE WITHIN 500 FEET OF WEST LANE TECHNICAL LEARNING CENTER for Second Reading by Title Only and Final Enactment. (pgs. 377-379)
(3) Utilizing Rural Tourism Marketing Program (RTMP) Funds to Support Cooperative Advertising in the 2017 Travel Lane County Visitor Guide (pg. 380)
(4) Community Fiber Project Survey (pgs. 381-384)
(5) Questions from Councilors

9:05 **8. OTHER**

9:15 **9. ADJOURN**

Times are approximate. This meeting will be digitally recorded. Location is wheelchair accessible (WCA). Communication interpreter, including American Sign Language (ASL) interpretation, is available if notice is given at least 48 hours prior to the start of the meeting. Contact the City Recorder, Darci Henneman, via phone (541) 935-2191, Email dhenneman@ci.veneta.or.us, or TTY Telecommunications Relay Service 1-800-735-1232.

To access City Council meeting materials please go to http://www.venetaoregon.gov/meetings

PUBLIC HEARINGS - Please observe the following rules.

WRITTEN TESTIMONY:
Written comments received seven (7) days prior to the meeting have been incorporated in the staff report. All comments, including those received up until the meeting, are presented to the City Council members to be considered in their decision.

ORAL TESTIMONY:
If you wish to testify with regard to a matter which has been set for ***Public Hearing*** please observe the following rules:

1. **State your name and address.**
2. **Limit your testimony to three (3) minutes. Testimony must be specific to the issue at hand. Keep your comments brief and to the point. Comments can be in favor, against, or neutral regarding the proposal.**

The City Council considers all public comments, staff reports, and City ordinances in arriving at a final decision. **Staff reports are available for review at Veneta City Hall - 88184 8th Street - Veneta, Oregon.**

VENETA CITY COUNCIL REPORT
SARTO VILLAGE
COMPREHENSIVE DIAGRAM ZONE CHANGE (CP/ZC-1-16)

Application Received:	April 5, 2016
Supplemental Info Received:	April 15, 2016
Additional Info Received	May 13, 2016
Application Complete:	May 27, 2016
Notice Posted and Mailed:	August 10, 2016
Notice Published:	August 17, 2016
Planning Commission Public Hearing:	August 2, 2016 (record left open 2 weeks)
Additional Info Received (Revised TIA):	August 5, 201
ODOT Comment Received:	August 16, 2016
Applicant Response/ Rebuttal Received:	August 19, 2016 & August 24, 2016
Public Comment period expiration:	September 2, 2016
Planning Commission Meeting/ Deliberation:	September 6, 2016
City Council Public Hearing:	September 26, 2016
Staff Report Date:	September 13, 2016
Prepared By:	Lisa Garbett, Associate Planner

Referrals:
Department of Land Conservation & Development (DLCD)
Lane Branch, P.E., City Engineer (Branch Engineering)
Kyle Schauer, City Public Works Director
Oregon Department of Transportation, Region 2
Lane County Assessor
Lane County Land Management
Lane County Public Works

BASIC DATA

Applicant:
Jerome Poulin, for Sarto Village Project
Society of Saint Piux X Southwest District, Inc.
11485 N. Farley Road
Platte City, MP 64079

Property Owner:
Society of Saint Piux X Southwest District, Inc.
11485 N. Farley Road
Platte City, MP 64079

Assessors Map/ Tax Lot No.:
17-05-31-00-00400
17-05-31-00-00501
17-05-31-34-00602

Area: Approximately +/-50.78 acres (three tax lots combined)

Plan Designation: Map/ Tax Lot No. 17-05-31-00-00400

	Rural Residential (RR), Open Space/Greenway Overlay Zone (/OS) and 100-Year Floodplain Map/Tax Lot No. 17-05-31-00-00501 R-Rural Residential & OS – Open Space/ Greenway Map/Tax Lot No. 17-05-31-34-00602 R-Rural Residential & L-Low Density Residential (split Plan Designation) & OS-Open Space/ Greenway
Zoning:	Map/ Tax Lot No. 17-05-31-00-00400 Rural Residential (RR), Greenway Overlay Zone (GW) and 100-Year Floodplain Map/Tax Lot No. 17-05-31-00-00501 Rural Residential (RR) & Greenway Overlay Zone (GW) Map/ Tax Lot No. 17-05-31-34-00602 Rural Residential (RR) and Single-Family Residential (SFR) split zoning & Greenway Overlay Zone (GW)

REQUEST

The applicant is requesting a Zone and Comprehensive Plan designation map amendment of approximately +/-50.78 acres, including three (3) tax lots, from R-Rural Residential and L -Low Density Residential Comprehensive Plan Designation to Medium Density Residential Plan Designation and accompanying zone change from Rural Residential and Single Family residential to General Residential. The existing Open Space/ Greenway Overlay, 100-Year Floodplain Overlay Comp Plan Designations and existing Greenway-Open Space Subzone and 100-Year Floodplain Subzone will not change.

BACKGROUND

The Planning Commission held a public hearing on August 2, 2016, took public testimony and closed the public hearing. The Planning Commission moved to leave the record open for two (2) weeks until August 16, 2016 in order to: 1) allow the applicant to submit additional information and, 2) allow additional public comment for one week (until August 23, 2016). The applicant was also allowed to submit a rebuttal to any new public comment received.

The Planning Commission moved to continue the meeting to September 6, 2016 for further deliberation. The Planning Commission deliberated at a public meeting on September 6, 2016 and recommended approval with conditions to the City Council. The final order of recommended approval with conditions was signed by the Planning Commission Vice Chairman on September 8, 2016.

APPROVAL CRITERIA

Veneta Comprehensive Plan, Ordinance 523, Chapter III – Plan Elements and Policies including A. Growth Management Element, C. Residential Land and Housing Element and E. Utilities, Chapter V - Implementation and Updates to the Plan, Veneta Land Development Ordinance No. 493, Article 11 – Amendments and Statewide Planning Goals (Goal 1: Citizen Involvement, Goal 2: Land Use Planning, Goal 10: Housing and Goal 12: Transportation Planning Rule).

AGENCY COMMENTS

The applicant submitted a revised Traffic Impact Analysis (TIA) on August 5, 2016 (Exhibit A). The Oregon Department of Transportation (ODOT) was sent the revised TIA and provided comment on August 16, 2016 (Exhibit B).

ODOT's comments indicate that the revised TIA utilized outdated methodology from the Highway Capacity Manual (HCM) 2000 rather than the current HCM 2010 for the un-signalized intersections (OR 126 at Huston Road). ODOT recommended the TIA be modified to report and utilize operational performance per the HCM 2010 methodology. ODOT maintains jurisdiction of the Florence-Eugene Highway No. 62 (OR 126) and the Territorial Highway No. 200 (OR 200) and ODOT approval will be required for any proposed mitigation measures to these facilities.

The applicant provided a response to ODOT's comments in a Technical Memorandum, received August 19, 2016 (Exhibit A). The City Engineer, Lane Branch, P.E. of Branch Engineering reviewed the materials and provided findings addressing transportation issues (Exhibit C).

PUBLIC COMMENT

No new public comment was received, as of the date of this staff report.

Public comments received prior to Planning Commission deliberation and recommendation for the August 2, 2016 public hearing and September 6, 2016 public meeting are attached (Exhibit D) and summarized below:

Ryan Thomas (25274 Jake St)
Mr. Thomas expressed concern with the proposal to rezone/ re-designate the subject site to General Residential zone/ Medium Density Residential Plan Designation due to; 1) Potential increased traffic, 2) Potential adverse effect on property values for existing homeowners of the Trinity Terrace subdivision and quality of life in the neighborhood. In summary, Mr. Thomas believes that a change to the Medium Density Plan Designation is too drastic for the area given the existing Trinity Terrace subdivision and its current relative seclusion. Although, the retirement, elder care community, he feels would be less of an impact. Mr. Thomas has expressed that he is not in favor of the proposal but if it is approved, he requested that the approval is conditioned to limit retirement and elder care perpetually, with no other General Residential use types permitted.

Jim Eagle Eye (25456 E Hunter Rd)
Mr. Eagle Eye expressed concern with the proposal to rezone/ re-designate the subject site to General Residential zone/ Medium Density Residential Plan Designation due to; increased traffic along E. Hunter Road which will exacerbate an existing public safety issue. Mr. Eagle Eye is a resident who drives E. Hunter Road daily and parent of a child who walks and bikes the road; daily hazards occur when pedestrians and bicyclists share a lane of travel with vehicles. He expressed that the unsafe conditions have increased, as smaller subdivisions have been built along E. Hunter Road or in relative proximity to E. Hunter Road. He understands the limitation of city funding to help upgrade E. Hunter Road. The City Transportation System Plan classifies E. Hunter Road as a Major Collector which is defined as containing a sixty (60) feet right-of-way

with a thirty-four (34) feet paved width, including eleven (11) feet traffic lanes, six (6) feet bike lanes, sidewalks and no parking on either side. No portion of E. Hunter Road is built to this standard and is not likely to be built in the near future. Mr. Eagle Eye expressed that it is important to consider the importance of public safety in determining the criteria of city services being available and perhaps low density zoning instead of medium density would lessen the impact on public safety and would better align with the neighboring and abutting properties that are zoned low density and rural residential.

Mr. Eagle Eye's secondary concern relates to wastewater and future pump stations which will be necessary to serve future developments become city owned and maintained facilities. He would like to ensure that these wastewater facilities (pump stations) are built to the appropriate sizes, locations, and quantities to best serve the city. Mr. Eagle Eye questions the Commission whether or not the City is willing to accept a pump station from any and every possible development, no matter the size, location, and ultimate number of stations requiring attention. The applicant states that the pump station will be sized for the needs of the project. Mr. Eagle Eye expressed that the pump station should be sized for the potential build-out of the property, should there be any potential for further development (other than that proposed) to ensure that once a pump station becomes City owned, it is of the appropriate capacity.

Andrea Larson (25456 E Hunter Rd)
Mrs. Larson expressed concern with the proposal to rezone/ re-designate the subject site to General Residential zone/ Medium Density Residential Plan Designation due to; the impact of increased traffic along E. Hunter Road with an increase in density. Mrs. Larson described the existing issue with pedestrian and bicycle safety on E. Hunter Road, which appears to be increasing in spite of the fact that there has been limited development along the road over the last few years. The existing issue along E. Hunter is described as having to navigate around pedestrians or bicyclists, vehicles stopping in the road to accommodate pedestrians and bicyclists and excessive vehicular speed. In summary, Mrs. Larson is extremely concerned that increasing traffic on E. Hunter Road will eventually result in tragedy if the reality of how much the road is used by pedestrians and bicyclists of all ages, and school age children in particular, is not considered.

Melissa & Jim Ratzlaff (25450 E Hunter)
Mr. and Mrs. Ratzlaff expressed that although they like the idea of a senior development in a park like setting, they have the following concerns; 1) proposed intent to develop triplex units and multi-story buildings (they would prefer single family homes with a minimum 1/3 acre parcels such as the Fern Meadows Subdivision in order to maintain the aesthetics of the area), 2) Request for sidewalks to be added on E. Hunter Road from Territorial to Huston for pedestrian safety, 3) Consider requiring other arterials provide connectivity beyond the use of Baker Lane and Erdman (include adding additional exits from Sarto Village to East Hunter and extending Trinity to Josee Lane for exit onto Huston to reduce the traffic on E. Hunter Road), 4) Increased traffic, 5) Non-Profit status of the development will cause additional taxes for the citizens of Veneta and not provide additional revenue, 6) Adjacent properties being required to connect to city services (i.e. sewer and water). The Ratzlaff's also request a study be conducted to see if the development will affect current wells in the area downstream from the development.

Doug James (25355 Trinity St)

- In support of proposed rezone given growth is to be expected within the city limits and urban growth boundary.
- The concept plan of a senior living community, park and assisted living facility would be a great addition to Veneta.
- The applicant seems to be making an effort to be good neighbors.
- The concept plan includes improvements that the entire community will enjoy and not negatively impact surrounding property values.

  Concerned with the non-profit status for the residential homes and strain it may add to city services (i.e. Fire and Police).

Bonita Pleier (25183 Jake St)

- Resides on nearby Jake Street and contends that the Sarto Village proposal will add value.

Jackie Miller Burnett (88154 Lindsay Lane)

- Proposal is too large for existing infrastructure (i.e. inadequacy of Highway 126 and Hunter Road). Hunter Road is currently utilized by pedestrians and bicyclists that have no safe place to go when vehicles are approaching from opposite directions.
- Concerned with tax exempt development and property owners may be paying additional property taxes.
- Respectfully requests the City Council not to rezone or allow the proposal.

Patricia Hodurski (25010 Meadowdale Ln)

- Concerned with safety (i.e. need for sidewalks to be constructed prior to further development along Hunter Road).
- Fifty (50) acres is too large an area to remove from property tax in relation to the total city limits of Veneta unless it is of benefit to all residents of Veneta. The property exemption would require the expenditure of city funds for roads and emergency response. A 55 and older development will use emergency response more than typical developments. Cost of emergency response will be a burden for current residents of the City because of property tax exempt status.
- Concerned that Veneta citizens will be paying for much of the expense of development and maintenance and concerned that the proposal is not intended to be a retirement facility but a facility for the international priestly fraternity and SSPX (Society of St. Piux X) of which St. Thomas Becket is associated and started by Marcel Lefebreve (Global Organizations).

Tom and Vivian Cummings (25357 Trinity St)

- Concerned with inadequacy of existing streets and city infrastructure surrounding the site. Major concern with E. Bolton from Territorial to Trinity, Hunter from Territorial to Huston, and Huston from 126 to Perkins. Improvements (i.e. widening, bicycle lanes and sidewalks) are already needed.
- Concerned that the community of Veneta will be expected to subsidize the service needs of the proposed non-profit. A profitable non-profit could agree to help mitigate the financial burden on the community.
- An adult retirement village would be an asset to Veneta, but at what cost?
- If the proposal is approved, what type of uses are permitted in the new zoning designation?

Peter Buschmann (Dayton, MN)

- Impressed with the location and intended project.
- In support of the proposal as it would bring additional residents, jobs, and visitors to the area and offer additional housing.

Jo Ann Woodworth (1245 Montecello Drive, Eugene)

- In support of the proposal as a retirement community is needed in Veneta and will benefit the community with improvements and employment.

James Eagle Eye (25456 E. Hunter Road)

- Concerned in terms of a 97 PM peak hour trip cap and in relation to known safety concerns regarding the existing infrastructure of roadways adjacent to the site; these hazards will only be increased by allowing a denser zoning.
- A trip cap (enforced by encumbrances recorded on the property deed) may help provide a compromise between rezoning to greater density and public safety and would be in the cities best interest as suggested by the city engineer.
- Requests consideration that the supporting roadway infrastructure has not been completed to city standards and does not function as such.
- Concerned with pedestrian safety as well as performance at intersections. The proposed trip cap would not prevent the site from being developed as presented.

Anthony Clemons (25156 Cherry Lane)

- Opposed to the proposal based on human considerations (i.e. factual situations and effect the proposal will have on the community) given the following; unsafe existing infrastructure along Hunter Road with no plans to develop or widen Hunter Road, tax burden for Veneta citizens given non-profit status of applicant, potential flooding of adjacent land owners and potential requirement to connect to City sewer for adjacent land owners, decrease in land value for adjacent land owners.

- Increased traffic should be considered in the decision.
- Greatest concern is the preservation of wetlands, greenspaces and flood zones. If a wetland variance is issued to the applicant to construct (i.e. street extensions of Trinity Street, Baker Lane and Erdman Way) within the wetlands, greenspaces and flood zones, it should be reconsidered and revoked.

Judith Terry (88154 Lindsay Lane)

- Concerned with increased traffic along E. Hunter Road and the need to make improvements to the roadway before increased additional development and traffic occurs as E. Hunter Road is currently dangerous for bicyclists and pedestrians.
- Concerned with city approved tree removal along Hunter Road near Lindsey Lane that occurred in the past. Property owners were led to believe that the property owner would leave the site clean and equipment removed after tree removal which never occurred, leaving a fire hazard and unsightly mess.
- Would like assurance that the Sarto Village project will not fall through at some point leaving a second mess along E. Hunter Road.

STAFF RESPONSE TO PUBLIC COMMENT:

Public comment issues are summarized below in italics, followed by staff response in regular font. All public Comment was received prior to Planning Commission Public Hearing and during two week extension.

1) *Potential impact of increased traffic along E. Hunter Road with increasing density proposed with the rezone request.*
2) *Existing pedestrian and bicycle safety on E. Hunter Road which seems to be increasing in spite of the fact that there has been limited development along the road over the last few years. Also, that there are existing difficulties with utilizing E. Hunter Road including; navigating around pedestrians or bicyclists, vehicles stopping in the road to accommodate pedestrians and bicyclists and excessive vehicular speed.*
3) *Extremely concerned that increasing traffic on E. Hunter Road will eventually result in tragedy if the reality of how much the road is used by pedestrians and bicyclists of all ages, and school age children in particular is not considered.*
4) *Existing E. Hunter Road is classified as a Major Collector per the Veneta TSP but not built to the standard.*
5) *Request for sidewalks to be added on E. Hunter Road from Territorial to Huston for pedestrian safety.*

- E. Hunter is designated a major collector in the Veneta Transportation System Plan. A Major Collector serves traffic from local streets or minor collectors to the arterial system. E. Hunter has not been improved to urban standards with curb, gutter, sidewalks, and bike lanes. E. Hunter Road street improvements are included in the

City's Capital Improvement Plan for future construction. The Veneta City Council determines when and what funding source will be used to construct the improvements. At the time of development, the applicant will be required to construct local streets and bike and pedestrian ways to serve the development. At the time of development, the applicant will be required to improve E. Hunter Road with curb, gutter, and sidewalks, along the proposed development frontage or sign an irrevocable development agreement for future improvements.

- Specific bicycle and pedestrian connections will be addressed at the time of development. The Veneta Transportation System Plan Map Plan (Map 15 - Proposed Bicycle/Pedestrian Network) shows proposed multi-use paths through the subject site which will provide safe pedestrian and bicycle access to connecting streets.
- Sidewalk projects that are not part of a new development proposal are funded through a Local Improvement District. A Local Improvement District is initiated by City Council and sidewalk construction costs are assessed to property owners along the street frontages where sidewalks are constructed. A sidewalk Local Improvement District has not been initiated by the City Council. The 2016/2017 Work Plan includes a task to prioritize sidewalk projects and a Local Improvement District could be identified.

6) *Potential adverse effect on property values for existing homeowners of adjacent subdivision (Trinity Terrace) and quality of life and existing infrastructure inadequacy (i.e. E. Hunter Road)*

- At the time of development, the applicant shall submit required land use applications, which shall comply with the Veneta Land Development and Land Division Ordinances. Regulations in these Ordinances establish standards and procedures for the orderly development of land within the City of Veneta; to assist in implementing the Veneta Comprehensive Plan and to promote the public health, safety and general welfare. Development impact issues, such as traffic impacts, residential design standards, landscaping, parking, stormwater, Greenway and wetland protections, street connectivity, and bicycle, and pedestrian improvements, will be addressed at the time of development review.
- At the time of development, street connectivity, safety and design of streets within the development and fronting the development are evaluated.

7) *Changes to Medium Density Plan Designation is too drastic.*

8) *Proposed intent to develop triplex units and multi-story buildings (prefer single family homes with a minimum 1/3 acre parcels such as the Fern Meadows Subdivision in order to maintain the aesthetics of the area).*

- Lands designated Rural Residential in the Veneta Comprehensive Plan are intended to be developed to urban densities when City services become available. A Comprehensive Plan Designation change to either Low Density (L) or Medium Density Residential (M) and applicable zoning map change are permitted per Veneta Comprehensive Plan, Chapter IV - Comprehensive Plan Map and Land Use Designations, Rural Residential (R).
- Low density Residential (L) allows a maximum of 7 units per net acre and Medium Density Residential (M) allows a maximum density of 15 units per net acre. The net acres calculated for the subject site is approximately 28.7 acres. At these allowed densities, the Low density Residential plan designation would allow 200 units and Medium Density Residential plan designation would allow 430 units.
- As a condition of approval for the Plan Designation and Zone Change, the City Engineer is recommending a trip cap on any future development to 217 PM peak hour trips, which is equivalent to 217 single family dwelling units.
- The site is abutting Trinity Terrace Subdivision, which has been built to urban standards in terms of density and improvements.

9) *If approved, limit future development to retirement and elder care perpetually, with no other General Residential use types permitted.*

- The City cannot restrict development types that are allowed in an approved Zoning District. However as stated above, the City Engineer is recommending a trip cap on any future development to 217 PM peak hour trips, which is equivalent to traffic generated by 217 single family dwelling units.
- The General Residential Zone permits single family detached and duplex units outright. Site Plan review approval is required for multi-family dwellings and a Conditional Use permit for Residential Facilities.
- The Single Family Residential Zone permits single family detached and duplex units outright. A Conditional Use permit is required for multi-family (3 or more attached units on the same lot) and Residential Facilities.

10) *Asks for consideration of the importance of public safety in determining the criteria of city services being available and indicates that perhaps low density zoning instead of medium density would lessen the impact on public safety and would better align with the neighboring and abutting properties that are zoned low density and rural residential.*

- The Veneta Comprehensive Plan policies dictate the criteria to be applied to Plan and Zone change requests. Public safety is not a criteria applied to the proposed amendments. Additional findings of fact addressing applicable criteria for converting

Rural Residential to Low Density Residential and Medium Density Residential plan designations are presented in Ordinance No. 540:

"A. Growth Management Element Policies

6. Make the following findings of fact in order to permit conversion of rural residential lands to other plan designations:

(a) Water: The City water supply and distribution system are adequate to provide service to the property proposed for conversion to urban densities.

(b) Sewer: The City sewer treatment and collection system are adequate to provide service to the property for conversion to urban densities.

(c) Streets: The neighborhood streets and drainage system are adequate to handle additional traffic and storm drainage."

11) Wastewater and future pump stations (ensure future wastewater facilities (pump stations) are built to the appropriate sizes, locations, and quantities to best serve the city.

- During the development of the Public Improvement plans, the applicant will be required to show that all properties within their development can be served by City sewer. The applicant will have to prove that the collection system they are installing, including any lift stations, will be adequately sized to serve their need. The City Engineer will check their calculations and approve their proposed improvements.

12) Is the city willing to accept a pump station from any and every possible development, no matter the size, location, and ultimate number of stations requiring attention? The applicant states that the pump station will be sized for the needs of the project and Mr. Eagle Eye contends it should be sized for the potential build-out of the property should there be any potential for further development other than that proposed and this consideration should apply to any further pump station to ensure that once they become City owned they are of appropriate capacity.

- Public sewer lift stations are generally only allowed if there are no other feasible options to provide City sewer to a development. The City currently operates only two lift stations. If a sewer lift station will be required for this development, the developer is only required to build it to the capacity that adequately serves their need. The City cannot force them to pay for the development of a larger system. The City can however, have our engineer look at the surrounding area to determine a potential service area. If the lift station can serve a larger area, the City may decide to assist the developer in designing the lift station and piping to a capacity that would also serve the additional service area. The City would be responsible to pay the difference in cost for the additional sizing.

13) *Consider requiring other arterials provide connectivity beyond the use of Baker Lane and Erdman (include adding additional exits from Sarto Village to East Hunter and extending Trinity to Josee Lane for exit onto Huston to reduce the traffic on East Hunter).*

- At the time of development, the proposal will be evaluated for street, bicycle and pedestrian connectivity. Street and bicycle connections can only be required within the development area. The City's Transportation System Plan, Map 9, Proposed Streets, shows required future street connections through the site to Baker (E. Hunter), Trinity Street, and Corky Lane. Map 15 - Proposed Bicycle/Pedestrian Network, shows required connections roughly following the Greenway, north, south, east and west, connecting the site to Baker, Trinity, and E. Bolton (via Erdman Way).
- Trinity Street is planned to eventually connect to Josee Lane per the Veneta Transportation Plan once development is proposed on adjacent property. However, this connection area is currently outside the Sarto Village proposal site and also outside Sarto Village ownership.

14) *Concerns about the Non-Profit Status of the development.*

- While this is a concern, it is not applicable to the land use decision process.

15) *Potential future utility (water and sewer) connections for adjacent properties.*

- When sewer becomes available along the street frontage of a property, the City requires sewer connection (Veneta Municipal Code 13.10.290). Properties are required to be connected within one year after the date of official notice from the city to connect. The City may grant time extensions after considering certain criteria such as location of property, condition of private disposal, and length of extension (Veneta Municipal Code 13.10.350). There are no such requirements for water connections. A property owner may choose to connect to available water service.

16) *Request to conduct a study to see if the development will affect current wells in the area downstream from the development.*

- All development is evaluated for impacts to surrounding areas, especially stormwater runoff which shall show no impacts to off-site properties. The City requires stormwater be detained and treated (with vegetation) before it is released into the City's storm drainage system. City regulations require the proposed future development hook up to City sewer and water. Well construction is regulated by DEQ who makes sure they are properly constructed so as to prevent contamination of

Oregon's ground water. If wells were being constructed the City would coordinate with the Department of Environment and Quality during development review.

19) What types of uses are allowed in the proposed zoning district?

- Veneta Land Development Ordinance No. 493, Section 4.03(2-4) lists uses permitted outright, uses permitted subject to Site Plan Review and conditional uses in the General Residential zone.
- Uses permitted outright in the General Residential zone include; one detached single-family dwelling per buildable legal lot, one duplex per legal buildable lot, domestic horticulture, registered or certified family daycare and an adult foster home.
- Uses permitted subject to Site Plan Review in the General Residential zone include; Public and semi-public uses, including transit facilities and transportation improvement conforming to the City of Veneta Transportation Plan, multi-family dwellings, one accessory dwelling subject to the standards listed in the ordinance, Residential facilities, accessory structures not exceeding 2,500 square feet in size, non-commercial animal husbandry on properties one acre in size or larger, attached single-family dwellings (townhouse or row house).
- Conditional uses in the General Residential zone include; Major home occupation, Neighborhood commercial centers, Day care facilities, manufactured dwelling parks, public structures or uses of land for public facilities and accessory structures larger than 2,500 square feet.

20) Potential flooding of adjacent property

- All development is evaluated for impacts to surrounding areas, especially stormwater runoff which shall show no impacts to off-site properties. The City requires stormwater be detained and treated (with vegetation) before it is released into the City's storm drainage system.

21) Potential for neighboring property owners to be required to connect to City services (i.e. wastewater).

- When wastewater services become available along the street frontage of a property, the City requires wastewater connection (Veneta Municipal Code 13.10.290). Properties are required to be connected within one year after the date of official notice from the city to connect. The City may grant time extensions after considering certain criteria such as location of property, condition of private disposal, and length of extension (Veneta Municipal Code 13.10.350). There are no such requirements for

water connections. A property owner may choose to connect to available water service.

22) Wetland/ greenway/floodplain preservation

- Development within a wetland is subject to compliance with Veneta's Wetland Protection Ordinance, Veneta Municipal Code Chapter 18.10.
- Permitted uses within the Greenway-Open Space boundary include, "Structures or development granted a variance to Veneta's Wetland Protection Ordinance found in Veneta Municipal Code, Section 18.10. Impacts to the Greenway shall be the minimum necessary to construct those improvements for which the wetlands variance was granted" per Veneta Land Development Ordinance No. 493, Section 4.12(3)(k) – Permitted Uses.
- Any new structures or development (including fences) is prohibited in the Greenway – Open Space Subzone, other than those allowed as permitted uses or approved as conditional uses, construction or ground disturbing activities, gardens, lawns, dumping of materials of any kind, and operation of heavy machinery per Veneta Land Development Ordinance No. 493, Section 4.12(5)(a) – Prohibited Uses.

23) Tree removal and future development

- Veneta Municipal Code, Chapter 8.10 dictates the process and approval criteria for tree removal. In general, tree removal is not permitted until a notice to proceed from the city engineer on public improvements is issued or when no public improvements are proposed, tree removal cannot occur until building permits have been issued. Although, applicants seeking a Type B permit to remove trees independent of site improvements, no tree removal can take place until tree protection measures have been inspected and approved by the City.

ISSUES

Corrections

The applicant's TIA dated April 15, 2016, page 8 states, *"The total site acreage is 50.78 acres, however the western portion of tax lot 602 (found by extending the western boundary of tax lot 401 due south) is currently zoned SFR so this ~7.17 acres is not part of the zone change",* should more accurately state "*so this ~7.17 acres is not part of the TPR analysis*." Per Access Engineering, this area shows no change since the proposed use (6,000 square foot minimum lot sizes worst case scenario) is allowed by the current zone/plan designation on the western portion of the tax lot. This change does not impact the TIA, however staff is bringing this to the City Council attention to avoid any confusion regarding the applicant's intention of re- designating and rezoning Tax Lot 602 to Medium Density Residential (Plan Designation)/General Residential (Zone).

The applicant's submittal prepared by Myhre Group Architects, dated June 16, 2016 and titled*: Establishment of Need for Zone Change & Comprehensive Plan Amendment,* references 28.57 net acres for the site (page 3, paragraph #6). Staff also references the 28.57 net acres in the July 19, 2016 Staff Report. The TIA submitted by the applicant on April 15, 2016 page 8 and revised TIA, dated August 5, 2016 (page 8), references 31.2 net acres that was used in their Trip Generation analysis. The findings referenced in the Ordinance proposed for adoption by the City Council includes reference to 31.2 acres referenced in the TIA since it is a more accurate representation of the proposed site and resulting traffic impacts.

Transportation

The applicant's original Traffic Impact Analysis dated April 15, 2016 recommended a condition of approval for future development to be limited to 140 units of age restricted housing with 100 beds of assisted living units and 100 units of congregate care facilities which equated to 97 PM peak hour trips. The City recommended to the Planning Commission at the public hearing a condition of approval that would require a 97 PM peak hour trip cap. A revised Traffic Impact Analysis dated August 5, 2016 recommending a 200 PM peak hour trip cap based on new analysis documented in the revised study. The City Engineer responded with a Technical Memorandum (Exhibit C) which recommends a 217 PM peak hour trip cap.

Therefore, staff is proposing the following condition in order to satisfy the TPR:

The maximum development on the site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) shall be limited so that it would not produce more than 217 PM peak hour trips as determined by the Institute of Transportation Engineers Trip Generation Manual. The City may allow development intensity beyond this maximum number of peak hour vehicle trips only if the applicant submits to the City and ODOT a traffic impact analysis that demonstrates that the proposed intensification of use would be consistent with the Transportation Planning Rule in effect at the time of development application. The applicant shall seek and the City shall consider such approval using the City's limited land use application procedure.

The City of Veneta Land Development Ordinance requires a Transportation Impact Analysis when a development generates 100 or more PM peak hour trips. It is noted in the Final Order that the City will require a TIA at the time of development proposal. The City's Traffic Engineer provided the following findings which were incorporated into the Final Order.

> *As an informational item, since the zone change application is based on planned development that includes three separate tax lots (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602), the site should be considered as one development site. If development on the site occurs in phases, prior to issuance of any land use application approvals or prior to issuance of any building permits, the trip generation from the entire site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) should be evaluated by the owner/developer's traffic engineer and approved by the City Engineer, to determine if the site's cumulative trip generation exceeds 100 or more PM peak hour trips and if a traffic*

study is applicable. If/when development on any part of the site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) generates 100 or more PM peak hour trips and when any development on the site occurs after the 100 PM peak hour trip threshold is exceeded; a traffic study should be prepared by the owner/developer's traffic engineer and approved by the City Engineer, to address traffic conditions per Section 5.27 of the City of Veneta's Land Use Ordinance No. 493.

The existing Hunter Road roadway conditions do not include bike lanes or pedestrian facilities that are identified in the City of Veneta's transportation system plan for the major collector street functional classification. The TPR criterion addresses the functional classification and capacity at the planning level for motor vehicle traffic (i.e. what is planned during the TSP plan year) and does not include stipulations for bike lanes and/or pedestrian facilities. If required with future development proposal(s), a future traffic impact analysis prior to development should include an inventory and assessment of the adequacy of the existing level of improvements for motor vehicle, bicycle and pedestrian users and the capability of existing facilities within the study area to accommodate both motorized and non-motorized modes of traffic and any potential for increase with development.
In regards to the existing Hunter Road roadway conditions (i.e. lack of bike lanes or pedestrian facilities which are identified in the City of Veneta's transportation system plan (TSP) for the major collector street functional classification), the City Engineer states that the Transportation Planning Rule (TPR) criterion addresses the functional classification and capacity at the planning level for motor vehicle traffic (i.e. what is planned during the TSP plan year) and does not include stipulations for bike lanes and/or pedestrian facilities. The City Engineer suggests the following for future development, "If required with future development proposal(s), a traffic impact analysis should include an inventory and assessment of the adequacy of the existing level of improvements for motor vehicle, bicycle and pedestrian users and the capability of existing facilities within the study area to accommodate both motorized and non-motorized modes of traffic and any potential for increase with development".

PLANNING COMMISSION RECOMMENDATION

The Planning Commission found the proposed amendment complies with applicable statewide planning goals and Comprehensive Plan policies and recommended approval with condition which states, "*The maximum development on the site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) shall be limited so that it would not produce more than 217 PM peak hour trips as determined by the Institute of Transportation Engineers Trip Generation Manual. The City may allow development intensity beyond this maximum number of peak hour vehicle trips only if the applicant submits to the City and ODOT a traffic impact analysis that demonstrates that the proposed intensification of use would be consistent with the Transportation Planning Rule in effect at the time of development application. The applicant shall seek and the City shall consider such approval using the City's limited land use application procedure*".

POSSIBLE ACTIONS BY THE CITY COUNCIL

In considering the proposed amendments, the Council may take the following actions after the closing of the public hearing:

1. Move to adopt Ordinance No. 540.

2. Move to modify the amendment, findings or conditions of approval of Ordinance No. 540.

3. Move to deny the amendment and do not adopt Ordinance No. 540. Additional findings of denial will need to be drafted.

EXHIBITS

A. Applicant's Submittal
B. ODOT Comment, Keith P. Blair, P.E., Region 2 Senior Transportation Analyst (August 19, 2016)
C. City Engineer Technical Memorandum (August 26, 2016)
D. Public Comment (received prior to Planning Commission Public Hearing and during two-week extension)
E. Planning Commission Minutes (August 2nd, 2016)
F. Draft Planning Commission Minutes (September 6, 2016)

MGA
MYHRE GROUP ARCHITECTS

June 16, 2016

City of Veneta – City Council and Planning Commission
C/O Lisa Garbett, Associate Planner
88184 8th St
PO Box 458
Veneta, OR 97487

RE: Memorandum – Establishment of Need for Zone Change & Comprehensive Plan Amendment
Project Name: Sarto Village Zone Change
Project #151820

Dear Veneta Planning Commission and City Council,

Sarto Village is requesting a Zone Change & Comprehensive Plan Amendment to accommodate the proposed Sarto Village Senior Living project. The community is planned to accommodate a mix of housing options for Seniors who are 55+ in age. The project is anticipated to consist of detached and attached Single Family Residential units and a Residential Facility consisting of Independent, Assisted and Memory Care units. This growing and valuable need in Veneta will providing desirable housing options for area residents to age in place and stay in Veneta and bring a variety of desirable job opportunities to serve this community.

The need for this request is in support of the goals outlined in the **Veneta Comprehensive Plan** (Ordinance 523) with amendments dated September 14, 2015 as follows:

1. Anticipated population growth and aging demographics in Veneta as follows:
   a. Population Projections and Assumptions -
      i. Veneta's population is projected to increase from 4,635 in 2013 to 10,505 people by the year 2035.
      ii. The "coordinated" 2035 population projection for Veneta is 10,505. This projection is based on the parameters of the county population in 2035 and the projected growth of other cities in the region.
      iii. Adequate land area must be allocated to support the residential needs of this projected growth, as well as for supporting functions such as commercial and public use.
      iv. Veneta is likely to face pressure for residential growth as land becomes more constrained within the Eugene-Springfield area.
      v. Veneta should continue to allow various housing types and residential neighborhoods so the market is able to provide housing choices to Veneta residents.

   b. Population and Demographic Characteristics
      i. The aging of the baby boom generation, accompanied by increases in life expectancy is increasing the number of people age 65 and older. This national trend will more than double the Senior population by 2050 in the US. This trend can be seen in Oregon, where the share of workers 65 years and older grew 2.9 percent of the workforce in 2000 to 4.1 percent of the workforce in 2010, an increase of 41 percent.

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ii. The median age of Veneta residents is increasing. The average age of Veneta residents in 2012 was 34.9 years old, compared with 32.7 in 2000. By comparison, Lane County's median age was 36.6 years old in 2012 and 38.8 in 2000. Individuals aged 65 and older in Veneta increased faster than any other age between 2000 and 2012 (409 people, an increase of 199 percent). The Oregon Office of Economic Analysis forecasts that Lane County's percent of people 65 years and older will increase from 13 percent in 2000 to 20 percent in 2030.

iii. The Table below shows the change in age distribution for Veneta between 2000 and 2012. Population increased in all age groups. The age group that increased the most was people aged 65 and older, which tripled in size (an increase of 409 people). This age group's proportion of the total population increased from 7 percent to 14 percent during this time period. Veneta's younger population grew quickly too, with people under 5 years accounting for 10 percent of the City's population in 2012, up from 7 percent in 2000.

	Year 2000		Year 2012		Change		
Age Group	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Share**
Under 5	195	7%	454	10%	259	133%	3%
5-17	713	26%	778	17%	65	9%	-9%
18-24	213	8%	275	6%	62	29%	-2%
25-44	841	31%	1,228	27%	387	46%	-3%
45-64	587	21%	1,146	25%	559	95%	4%
65 and over	206	7%	615	14%	409	199%	6%
Total	**2,755**	**100**	**4,496**	**100**	**1,741**	**63%**	**0**

Table - Change in age distribution, Veneta, 2000, 2008-2012
Source: 2000 U.S. Census, Table P12; 2008-2012 American Community Survey, Table B01001.

c. Residential Land and Housing Element –
   i. Provide an adequate supply of residential land and encourage land use regulations that allow a variety of housing types that will be able to meet the housing needs of a range of age groups, income levels, and family types.
   ii. Encourage efficient land development patterns that minimize service and infrastructure costs.
   iii. Encourage land use patterns that provide livable neighborhoods; allow mixed uses, and allow a variety of housing types.
   iv. Encourage land use patterns that protect and enhance Veneta's natural resources.
   v. Facilitate new housing starts to ensure there is adequate opportunity and choice to acquire safe, sanitary, and affordable housing.
   vi. Maintain an attractive residential community in an appealing rural setting.

2. The requested increase of housing from R-Rural Residential & L-Low Density Residential to M-Medium Density Residential consistent with the Comp Plan as follows:

a. Utilities – Increasing the density within the City makes for efficient use of public utilities reducing initial and long-term maintenance costs for the City and Residents.
b. Transportation – Increasing the density within the City makes for efficient use of public transportation systems and reduces initial and long-term maintenance costs for the City and residents.
c. Parks and Open space – The increased density will support development of a variety of public neighborhood parks, open space areas, and recreational facilities for use by the residents of Veneta.
d. Natural Resources - Allows for preservation of significant natural resources within the City while maintaining density levels as the demand for population growth within the City continues.

3. The proposed rezoning and comprehensive plan changes for these parcels to increase housing is consistent with the purpose of each zoning designation as follows:
    a. The Rural Residential Plan Designation is intended to "allow the City of Veneta or the property owner to initiate a plan designation change to either Low Density or Medium Density Residential, and applicable zoning map amendments, when development to urban uses and densities and services become available".
    b. It is our understanding the City does currently have capacity to serve the proposed zone change in this area along with necessary improvements by the property owner to serve the requested urban residential use conversion from a Rural & Low to Medium Residential Density.

4. The conversion of the subject parcels to M-Medium Density Residential Plan Designation and General Residential (GR) zone is consistent with surrounding properties both in terms of plan designation and zoning as follows:
    a. The majority of the surrounding properties are within the Low Density Residential Plan Designation/ Single Family Residential zone (to the southwest) or are Rural Residential (to the east, north and northwest) and are in reserve for future plan change designation to M-Medium Density when urban uses, densities and services become available.
    b. Regarding the L-Low Density Residential Areas to the west of the subject property – there are significant wetlands that will buffer the transition between the proposed M- Medium Density Residential proposed.

5. The proposal will change 43 acres of R-Rural Residential designated land and 7.50 acres of L-Low Density Residential land to M-Medium Density Residential Plan & General Residential zone designation.

6. The potential number of residential units could increase up to approximately 654 units with the Comprehensive Plan designation amendment from R & L to M – Medium Density Plan Designation and General Residential zone based on a gross site area calculation of 50.50 acres. However based on preliminary concepts the net site areas is reduced to approximately 28.57 acres due to new right-of-way extensions and existing wetlands/buffers. Therefore the

potential number of residential units based on this scenario could increase up to approximately 327 units.

I trust this Memorandum substantiates that due to the rapidly growing population and changing demographics in Veneta, in particular those over age 55, that this request for a Zone Change & Comprehensive Plan Amendment to increase the allowed densities and diverse of housing will be a great benefit to the Residents of the City of Veneta.

Please let me know if you have any questions or comments.

Sincerely,
MYHRE GROUP ARCHITECTS, INC.

Raymond Yancey, AIA, NCARB
Principal

End of Document

MGA
MYHRE GROUP ARCHITECTS

APPLICANT'S STATEMENT AND FINDINGS OF FACT FOR A ZONE CHANGE (MAP ONLY) & COMPREHENSIVE PLAN AMENDMENT FOR TAX LOT 00400 TAX MAP 17-05-31-00 TAX LOT 00501 TAX MAP 17-05-31-00 TAX LOT 00602 TAX MAP 17-05-31-34 IN THE CITY OF VENETA, OREGON

APPLICATION DATE:	April 1, 2016 (revised May 16, 2016)
APPLICANT:	Jerome Poulin, for Sarto Village Project Society of Saint Piux X Southwest District, Inc. 11485 N. Farley Road Platte City, MO, 64079
PROPERTY OWNER:	Society of Saint Piux X Southwest District, Inc. 11485 N. Farley Road Platte City, MO, 64079
LOCATION:	Tax Lot 00400, Assessor's Map 17-05-31-00 Tax Lot 00501, Assessor's Map 17-05-31-00 Tax Lot 00602, Assessor's Map 17-05-31-34
REQUEST:	Official Zone Change (Map Only) & Comprehensive Plan Amendment

I. Background

Tax lots 00400 & 00501 as shown on tax assessor's map 17-05-31-00 and Tax Lot 00602 as shown on tax assessor's map 17-05-31-34 are located inside of the City of Veneta's Urban Growth Boundary and have previously been annexed into the corporate limits of the City.

A. Site Information

1. Location and Description

The project site, located within the City of Veneta, is approximately 50 Acres consisting of 3 parcels. Tax lots 00400 & 00501 are both currently zoned Rural Residential (R) and Tax lot 00602 is currently split zoned as Single Family Residential (SFR) to the West and Rural Residential (RR) to the East. The overall subject site is largely undeveloped with mature native landscape with a number of significate trees and includes several wetland areas on site. Tax lot 00602 does not have any improvements on site, while Tax lots 00400 & 00501 each have single-family residential dwelling and support

structures on site. The project site has access to East Hunter Road to the North, Baker Lane to the East and Trinity Street & Erdman Way to the West.

2. Zoning

The subject parcel for this request are Tax lots 00400 & 00501 as shown on tax assessor's map 17-05-31-00 and Tax Lot 00602 as shown on tax assessor's map 17-05-31-34. These parcels are located inside the City of Veneta's corporate limits and within the Urban Growth Boundary. The following table was developed from the City of Veneta's 'Veneta Zoning and Floodplain Map adopted 10/22/2010' and 'Veneta Comprehensive Plan Diagram adopted 11/22/2010':

Table 1 Existing & Proposed Zoning Summary

Map Number	Tax Lot	Area	Existing Comprehensive Plan Designation	Existing Zoning Designation	Proposed Zone Designation
17-05-31-00	00400	21.84 acres	R-Rural Residential, OS-Open Space/Greenway & 100-Year Floodplain	Rural Residential (RR), Greenway Overlay Zone (GW) & 100-Year Floodplain	General Residential (GR)
17-05-31-00	00501	8.76 acres	R-Rural Residential & OS-Open Space/Greenway	Rural Residential (RR) & Greenway Overlay Zone (GW)	General Residential (GR)
17-05-31-34	00602	19.90 acres	R-Rural Residential & L-Low Density Residential (split zoning) & OS-Open Space/Greenway	Rural Residential (RR) & Single Family Residential (SFR) (split zoning) & Greenway Overlay Zone (GW)	General Residential (GR)

The Rural Residential Plan Designation is intended to *"allow the City of Veneta or the property owner to initiate a plan designation change to either Low Density or Medium Density Residential, and applicable zoning map amendments, when development to urban uses and densities and series become available"* Per pg. 74 of Ordinance No. 523 – Veneta Comprehensive Plan. Therefore the applicate is requesting a zoning map amendment (map only) along with a Comprehensive Plan designation amendment to M-Medium Density Residential for Tax lots 00400, 00501 & 00602 as indicated in Table 1 above. The applicant is requesting that these three Tax lots be re-zoned to General Residential (GR) as indicated in

Table 1 above which is compatible with the proposed zoning district (GR) which allows up to fifteen (15) units per net acre per Veneta Land Development Ordinance No. 493, Section 4.03(1) and Ordinance No. 523 – Veneta Comprehensive Plan (pg. 73).

II. APPROVAL CRITERIA AND ANALYSIS

Changes to the official zoning map for the City of Venetia are controlled by the *Veneta Land Development Ordinance (VLDO) No. 493* Article 11. The following sections include the applicable review criteria for VLDO 493, Article 11 as shown in the grey text boxes. Sections following each of the review criteria indicate narratives on how the applicant has or intends to meet each requirement.

A. Veneta Land Development Ordinance 493

SECTION 11.01 AUTHORIZATION TO INITIATE AMENDMENTS

An amendment to the text of this ordinance may be initiated by the City Council, the City Planning Commission or by application of a property owner or city resident. An amendment to the zoning map may be initiated by the City Council, the City Planning Commission or by application of a property owner.

The property owner is requesting by application the initiation of the Zone Change (map only) and Comprehensive Plan Amendment.

The request by an application for an amendment shall be accomplished by filing an application with the Building and Planning Official using forms prescribed pursuant to Section 2.06…

This application includes the required form, *City of Veneta Land Use Application*, pursuant to Section 2.06.

A filing fee in accordance with the provisions of Section 2.08…

This application includes the application fee in the form of a check in the amount of $1,350. This amount is based on the required $350 deposit for *Technical Review/Public Notice* and $600 fee for *Zone Change (map only)* and $400 for the Comprehensive Plan Amendment per the *City of Veneta Land Use Application*.

and a narrative statement explaining the reasons for the amendment shall accompany an application by a property owner.

The subject parcel for this request consists of Tax lot's 00400 & 00501 as shown on assessor's map 17-05-31-00 and Tax lot 00602 as shown on assessor's map 17-05-31-34. These parcels are located inside the City of Veneta's corporate limits and within the Urban Growth Boundary and Urban Service Boundary. The subject parcel has a Comprehensive Plan designation of Rural Residential (RR)/Low

Density Residential (L) and a zoning of Rural Residential (RR)/Single Family Residential (SFR). The current zoning does not allow the density and level of service provided by the underlying Comprehensive Plan Designation.

The applicant is requesting that Tax Lot 00400, 00501 and 00602 be re-zoned to General Residential (GR) consistent with the current applicable Comprehensive Plan Designation.

B. Conformance with the Adopted Comprehensive Plan

This request to change the zoning of the subject property is consistent with the *Veneta Comprehensive Plan.* Per the current comprehensive plan map the subject property has a plan designation of both Rural Residential (RR) and Low Density Residential (LR). The current zoning of the subject property is both Rural Residential (RR) and Single Family Residential (SFR). Changing the zoning of the subject property from Rural Residential (RR)/Single Family Residential (SFR) to General Residential (GR) makes the parcels consistent with the underlying Comprehensive Plan designation.

C. Availability of Public Services

The City of Veneta can provide the type and range of urban series for the subject property that are required by the Comprehensive Plan. Specifically the City can provide public Wastewater disposal, water supply, transportation access and stormwater management of the site. This zone change request is the first step in the required land use process for developing the site. Below is a summary of the availability of service to the site. Refinements for the required series will occur during the Tentative Subdivision process and subsequent construction plan review and approval process.

1. Public Wastewater Disposal

The City of Veneta's Wastewater master plan includes population projections to year 2030 based on current zoning of land inside the UGB. This subject property calculates a development density of 227 dwelling units based on the proposed re-zone designation of (GR). Current zoning of the parcels (RR) allow one acre lots, or approximately 32 dwelling units, for a net increase of 195 dwelling units.

The City of Veneta's Wastewater master plan projected wastewater flows based on 70 gallons per person per day. Proposed re-zone designation could increase wastewater flows by approximately 37,000 gallons per day on average. The wastewater master plan evaluated five alternatives for capital improvement that will correct the projected deficiencies in the collection system that were identified for the 2030 projected flows. The preferred alternative relies primarily on pressure system improvements and adds two pump stations, one being east of the subject site to service lower elevations in eastern sections of Veneta (including the subject site). A new pressure pipe would bypass much of the existing gravity system by re-routing all current and new pump stations around the central city core and directly to the wastewater treatment facility. It is not anticipated that the increased wastewater flow will impact the proposed collection system improvements since they have not yet been designed or constructed and pressure pipe sizes can be increased if needed to accommodate increased flows.

Proposed development of the property will include construction of a public wastewater collection system. With these proposed improvements, the City's wastewater collection and treatment system are adequate to provide service to the property. The City of Veneta Wastewater System Master Plan and Capital Improvement Plan (wastewater master plan) was prepared in 2009 to provide planning guidance and define capital improvements required to provide for the City's wastewater collection and treatment system through to year 2030. The wastewater master plan was adopted by the City Council on May 11, 2009 (Resolution 1001). Recommendations were presented in the wastewater master plan to ensure the City's wastewater collection and treatment system is adequate to provide service to properties inside Veneta's Urban Growth Boundary.

A public gravity wastewater collection main is currently available at the intersection of Lindsay Lane and Hunter Road approximately 200 feet west from the northwesterly corner of the project property. The wastewater pipe slopes to the west along Hunter Road. The general topography of the area to the east of Lindsay Lane, including the project property, slopes to the northeast. Due to the shallowness of the end of the wastewater pipe in Hunter Road and the lower topography of the area to the east, this gravity wastewater pipe cannot be extended any further east. There are currently no wastewater services available to the eastern sections of Veneta. The City's wastewater master plan shows that eastern sections of Veneta will require a pump station to service lower elevations.

Proposed development of the property will include construction of a gravity piped system that collects and conveys wastewater to a central location near the east side of the property where a pump station will be installed. A wastewater forced main will then be constructed from the new pump station to the gravity collection main that currently ends in Hunter Road at Lindsay Lane. The pump station and forced main will be sized for full build-out of the project property. Proposed wastewater collection and pumping systems will be constructed as public infrastructure.

The applicant did inquired with Veneta's wastewater engineer, Civil West Engineering Services, Inc. Matt Wadlington, P.E. with Civil West Engineering Services, Inc, indicates that the treatment plant currently has capacity to support the proposed rezone and that the downstream conveyance system can accommodate the increased flow although some off-site improvements may be needed to increase the size of a portion of the gravity pipe system. Matt's email response is as follows:

"Based on our analysis of the Wastewater Treatment Plant, the Plant has capacity to serve 6,220 residents. Current population served is roughly 4,800 residents. Therefore, based on our analysis, the plant has the capacity to support the proposed rezoning.

The collection system capacity is completely dependent on where the connection to the existing system is made. Based on the location of the proposed rezoning, it appears likely that a lift station will be required to pump the wastewater into the existing gravity collection system on Hunter Road. The existing collection system on Hunter Road extends to the intersection of Hunter Road and Lindsay Lane. It is unclear, but likely, that the portion of the existing system between Pine Street and Lindsay Lane will not have the available capacity to handle the flow from the proposed development unless that section of the gravity system is reconstructed with larger diameter pipe. When development occurs, a condition of approval may be that the developer include this offsite work prior to connection.

-Matt"

This section of gravity pipe is identified in the wastewater master plan as being deficient which is the reason for the preferred alternative in the master plan to bypass the city core with a pressure pipe system to accommodate future growth in east Veneta.

2. Public Water Supply

The City of Veneta's Water System Master Plan (WSMP) includes population projections to year 2030 based on current zoning of land inside the UGB. This subject property calculates a development density of 227 dwelling units based on the proposed re-zone designation of (GR). Current zoning of the parcels (RR) allow one acre lots, or approximately 32 dwelling units, for a net increase of 195 dwelling units.

Based on the WSMP, the population projections are based on 2.85 persons per dwelling unit and a vacancy rate of 4.8 percent. Population could be increased by 529 based on maximum lot density of the proposed re-zone designation. Based on flow projection criteria in the water master plan, this increased population results in an additional 87,285 gallons per day (gpd) average water demand on the water system and 234,876 gpd for maximum day demand. Source of water is from EWEB and the City purchases water on demand, so the only question to answer is if the City's storage and distribution system can accommodate the increased demand. The WSMP recommends system upgrades to provide for water demand to year 2030 based on current zoning. Some of these improvements have been implemented, such as replacing a 6-inch water pipe in Hunter Road with a 12-inch pipe to increase fire flow in this section of pipe. The applicant has inquired with Murray, Smith & Associates (MSA) regarding the WSMP as it relates to this proposed zone change for the subject property. They have evaluated the system as provided in the attached City of Veneta – Water System Capacity Analysis: Sarto Village Development Memorandum dated May 11, 2016 to address Public Water Supply.

The applicant believes based on their memorandum that the City water supply and distribution system are adequate to provide service to the subject property. A 24-inch diameter water supply pipeline was constructed in 2012 that connects from the EWEB water distribution system to Veneta's water system at the City's Public Works Yard Reservoir located at the east end of East Broadway Avenue. A portion of the pipeline was installed in Hunter Road adjacent to the north side of the project property. An existing 6-inch diameter water pipe located in Hunter Road was replaced with a 12-inch diameter pipe as part of the EWEB water pipeline project to increase fire flow capacity in this area. Connection points to the City distribution system are also available where Trinity Street and Jake Street terminate at the west side of the property. The City's water system master plan recommends that an 8-inch diameter waterline be installed on Baker Lane from Hunter Road to both Trinity Street and Jake Street to provide for adequate fire flows in the area. Proposed development of the property will include an interconnected water distribution system that connects into the existing distribution system on Hunter Road, Trinity Street and Jake Street.

3. Transportation Access

The subject property is adjacent to Baker Lane, Erdman Way and Trinity Street. It is anticipated that these will be connected and utilized for transportation access to the proposed property. Internal to the

site, as part of the Tentative Subdivision and construction plan approval processes, a public street network will be designed to provide access to the future residential lots and the adjacent existing and proposed streets. Detailed plans will be developed during subsequent development and land use applications to address transportation access to the subject property.

4. Stormwater Management

Control and treatment of stormwater runoff from proposed impervious surfaces can be accommodated on the property. Surface water currently flows off the site to the northeast within three intermittent drainages that transect the property. The drainages are subject to the Greenway and Open Space subzone due to the presence of wetlands in the drainages. There is currently no public stormwater infrastructure available to serve the property. Stormwater detention and treatment facilities that discharge to the existing natural drainages can be designed and constructed in conformance with the requirements of Veneta Land Development Ordinance 493 Section 5.16 Stormwater Detention and Treatment. The City encourages the use of swales and other natural methods to control, treat, and convey stormwater run-off to the greatest extent possible. Greenway areas adjacent to the on-site drainages provide ample opportunity for incorporating natural systems into stormwater management of the property. Detailed stormwater management plans will be developed during subsequent development and land use applications.

D. Conclusion

This request meets the relevant approval criteria and should be approved by the City of Veneta.

III. Attachments

1. City of Veneta Land Use Application
2. Lane county Tax Assessor's Maps 17-05-31-00 & 17-05-31-34
3. *Regional Land and Information Database* Property Reports for TL's 00400 & 00501 Map 17-05-31-00 and TL 00602 Map 17-05-31-34
4. *Veneta Comprehensive Plan Diagram* Amended on 11/22/10
5. *Veneta Zoning and Floodplain* Amended on 11/22/10
6. *Sarto Village Zone Change – Goal 12 Traffic Impact Analysis, dated April 15, 2016*
7. *MSA Memorandum – City of Veneta Water System Capacity Analysis, Dated May 11, 2016*

End of Document

VENETA oregon

GENERAL
LAND USE APPLICATION

Receipt # _____ Letter of Intent Received _____

Submition Date _____ Associated File # _____

Planning File # _____

Print Property Owner Name: Society of Saint Pius X Southwest District, Inc. Phone: 816-753-0073

Mailing Address: 11485 N. Farley Road, Platte City, MO 64079

Print Applicant (*If not owner*): Jerome Poulin, for Sarto Village Project Phone: 418-952-0014

Mailing Address: P.O. Box 876, Veneta, OR 97487

Print Agent: Myhre Group Archiects, Inc. - Raymond Yancey, Principal Phone: 503-236-6000

Mailing Address: 620 SW 5th Avenue, Suite 500 Portland, Oregon 97204

Assessor's Map Number (Township, Range, Section, Quarter Section)	Tax Lot(s)	Acres	Zone
Tax Map 17-05-31-00	00400 & 00501	21.84/8.76	RR
Tax Map 17-05-31-34	00602	19.90	RR/SFR

Subject property address(es): (TL 00400) 25412 E Hunter Rd, (TL 00501) 25444 E Hunter Rd & (TL 00602) None

Subzone (if applicable): _____

Check all applicable APPLICATIONS and DEPOSITS below

_X_ Technical Review/Public Notice Deposit (for ALL applications except Property Line Adjustments) $350

APPLICATION DEPOSITS (Application fees are calculated by ACTUAL PROCESSING COSTS)

SITE PLAN REVIEW

_____ Site Plan Review/Major Amendment $1,350

_____ Site Plan Minor Amendment (Administrative) $350

_____ Site Plan Minor Amendment (Planning Commission) $450

PLANNED DEVELOPMENTS

_____ Conceptual Plan $350

_____ General Development Plan $550+25/unit

_____ Final Development Plan $300

OTHER APPLICATIONS PROCESSED WITH DEPOSITS

_____ Conditional Use Permits (Note: Some Conditional Use Permits also require a Site Plan Review) $775

_____ Specific Area Plan Amendment – NE Employment Center & Southwest Area Plan (/SDP) $7,500

_____ Variance to the Veneta Wetland Protection Ordinance (Veneta Municipal Code Chapter 18.10) $700

APPLICATIONS WITH FIXED FEES (These are non-refundable)

_____ Appeals $525

_____ Variance $425

Amendments (except Specific Area Plan above)

_____ Comprehensive Plan (text only) $800

_____ Ordinance (text only) $200

_X_ Zone Change (map only) $600

_____ Plan Designation & Zoning Map $1,000

I HEREBY STATE THAT THE FACTS RELATED IN THE ABOVE APPLICATION AND THE PLANS AND DOCUMENTS SUBMITTED HEREWITH ARE TRUE, COMPLETE, CORRECT, AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

* Property Owner Signature: _____

Applicant Signature: _____

City of Veneta 88184 8th Street, Veneta, OR 97487 Phone: (541) 935-2191 Fax: (541) 935-1838

APPLICATION FEES & DEPOSITS

Fees and deposits are intended to cover the full cost for processing applications. They are not intended to cover the cost for interpretation of ordinances or for long-range planning. Applicants seeking development which requires more than one type of review (such as site plans and conditional use permits) must pay all applicable fees and deposits. Applicant acknowledges and agrees that Applicant's failure to pay City costs over the base fee amounts, as charged monthly by the City, may result in the City pursuing any or all legal remedies available, including but not limited to liening Property in the amount owed; prosecution for violation of the City's current fee resolution and City land development or division ordinances; issuance of a stop work order, non-issuance of building permits for Property, or cessation of related proceedings; set-off against any reimbursement owed; and turning amounts owed over to a collection agency.

Application Deposits: Certain application fees are represented by a deposit amount. Applicants shall be charged for actual processing costs incurred by the City. City staff time shall be monitored for applications which require a deposit in lieu of a non-refundable fee. Any unused portion of the deposit shall be returned to Applicant upon completion of the application process, conditions of approval, and any ensuing appeals. Any additional costs incurred beyond the deposit amount shall be charged to and paid by Applicant on a monthly basis. Applicant agrees that Applicant's failure to pay these amounts triggers City's option to pursue any or all remedies, as listed above.

Application Fees: Fixed fees are non-refundable and are based on average application processing costs rounded to the nearest $25.

Technical Review/Publication Deposit: The actual costs charged to the City for technical review of land use applications, including but are not limited to City's planning, public works, engineering, administration, legal, wetland specialists, geologists, biologists, arborist, and any other services provided in processing Application, shall be charged to Applicant, at the rate(s) charged to the City. In addition, the actual costs of preparing and mailing notices to abutting property owners or others required to be notified, the costs of publishing notices in newspapers, and any other mandated costs shall be charged to Applicant. Such costs shall be adjusted as soon as the specific amounts are known. Applicant agrees that any deficiencies shall be collected from Applicant, and that Applicant's failure to pay these amounts triggers City's option to pursue any or all remedies, as listed above.

Applicant _____ *Owner(s) _____

REQUEST FOR CONSOLIDATION OF LAND DEVELOPMENT AND/OR LAND DIVISION APPLICATIONS

I hereby request that my applications be consolidated. I understand that by consolidating these applications, any limited land use action (site review, partition, subdivision) that is combined with a quasi-judicial action (variance, conditional use permit, or other action requiring a public hearing) may be subject to a public hearing and the 14-day limitation for written comments will be waived. Wetland Variances requiring a joint decision by the City Council and Veneta Planning Commission may <u>not</u> be combined with any other land use hearing.

Applicant _____ *Owner(s) _____

GENERAL INFORMATION FOR LAND USE APPLICATIONS

(1) Petitions, applications and appeals provided for in this ordinance shall be made on forms prescribed by the City.

(2) An applicant shall be advised that all permits or zone changes necessary for a development project may be merged into a consolidated review process. Zone changes and permits required through the application of the overlay district and discretionary permit procedures shall be available for a consolidated permit process. For purposes of this ordinance, a consolidated permit process shall mean that the hearing body shall, to the greatest extent possible, apply concurrent notice, public hearing and decision making procedures to the permits and zone changes which have been consolidated for review.

(3) Applications shall be accompanied by plans and specifications drawn to scale, showing the actual shape and dimensions of the lot to be built upon; the sizes and locations on the lot of all existing and proposed structures; the intended use of each structure; the number of families, if any, to be accommodated thereon; the relationship of the property to the surrounding area and such other information as is needed to determine conformance with this ordinance.

(4) The failure to raise an issue in person or by letter filed in a timely manner precludes appeal and the failure to specify to which criterion the comment is directed, precludes appeal based on that criterion.

(5) Approval or denial of a land use regulation or limited land use application shall be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon and explains the justification for the decision based on the criteria standards and facts set forth.

(6) The decision of the Planning Commission will be issued with a Final Order. If a written Notice of Appeal is not filed within 15 days from the date the Final Order of the Planning Commission is mailed, the decision becomes final.

NOTE: Other permits may be necessary depending on the nature of your application. Required permits may include:

TREE PERMITS: For developments which require the cutting of trees for streets, utilities and/or buildings, a tree removal permit must be submitted at the time of the development application.

RIGHT-OF-WAY PERMITS: Anyone wishing to occupy, encroach on, or construct within a City right-of-way must have an approved right-of-way permit.

COMPLETENESS REVIEW: Upon receipt of a Land Use Application, City planning staff will review the application for completeness within 30 days. If your application is deemed incomplete you will be given 30 days to submit the required information to make it complete. Once the application is complete it will be scheduled for review by the Veneta Planning Commission and public notices will be sent.

BUILDING PERMITS: Building permits are issued by the City of Veneta; 88184 8th Street; Veneta, Oregon (541) 935-2191. If a Site Review is required it must be approved prior to issuance of a building permit.

APPEALS: Any land use decision may be appealed. Planner decisions may be appealed to the Planning Commission. Planning Commission decisions may be appealed by the City Council. Council decisions may be appealed to the State Land Use Board of Appeals.

PRIOR TO PREPARING AN APPLICATION, applicants should check with City Staff to make sure they have the most updated versions of the Veneta Comprehensive Plan, Land Development Ordinance, and Land Division Ordinance. Ordinances are available on the City website, www.venetaoregon.gov .

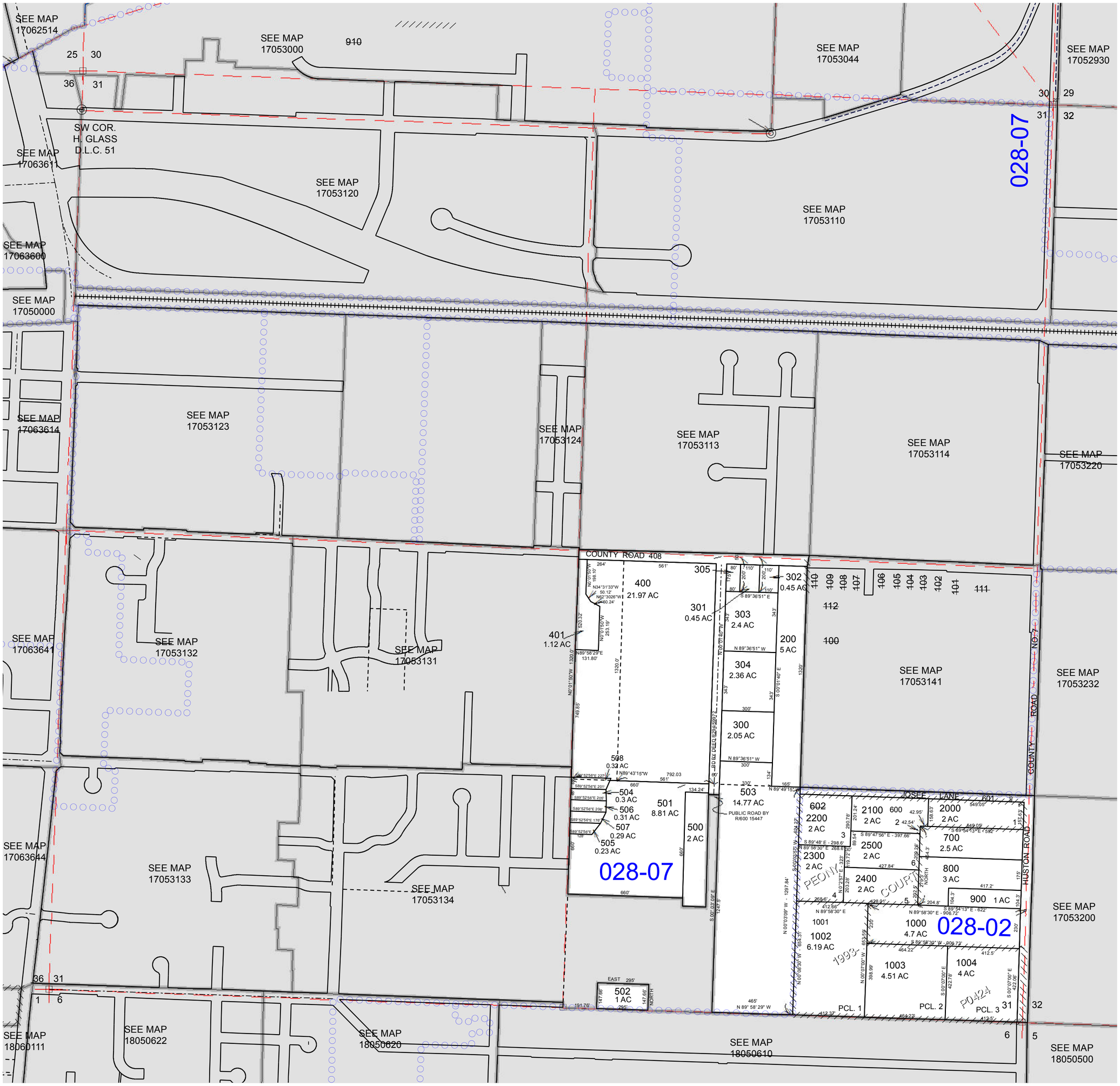
FOR ASSESSMENT AND TAXATION ONLY

SECTION 31 T.17S. R.5W. W.M.
Lane County
1" = 400'

17053100
VENETA

LCATCAB - 2014-07-29 08:07

CANCELLED
100
102
101
1001
103
104
105
106
107
108
109
110
111
112
600
601
602



REVISIONS
07/16/2007 - LCAT155 - CONVERT MAP TO GIS
08/05/2009 - LCAT174 - LLA BETWEEN TL 400 & 401
01/16/2014 - LCAT142 - DIV TL'S 504, 505, 506, 507 O.O. 501
02/19/2014 - LCAT142 - DIV TL 508 O.O. TL 501 & 400

FOR ASSESSMENT AND TAXATION ONLY

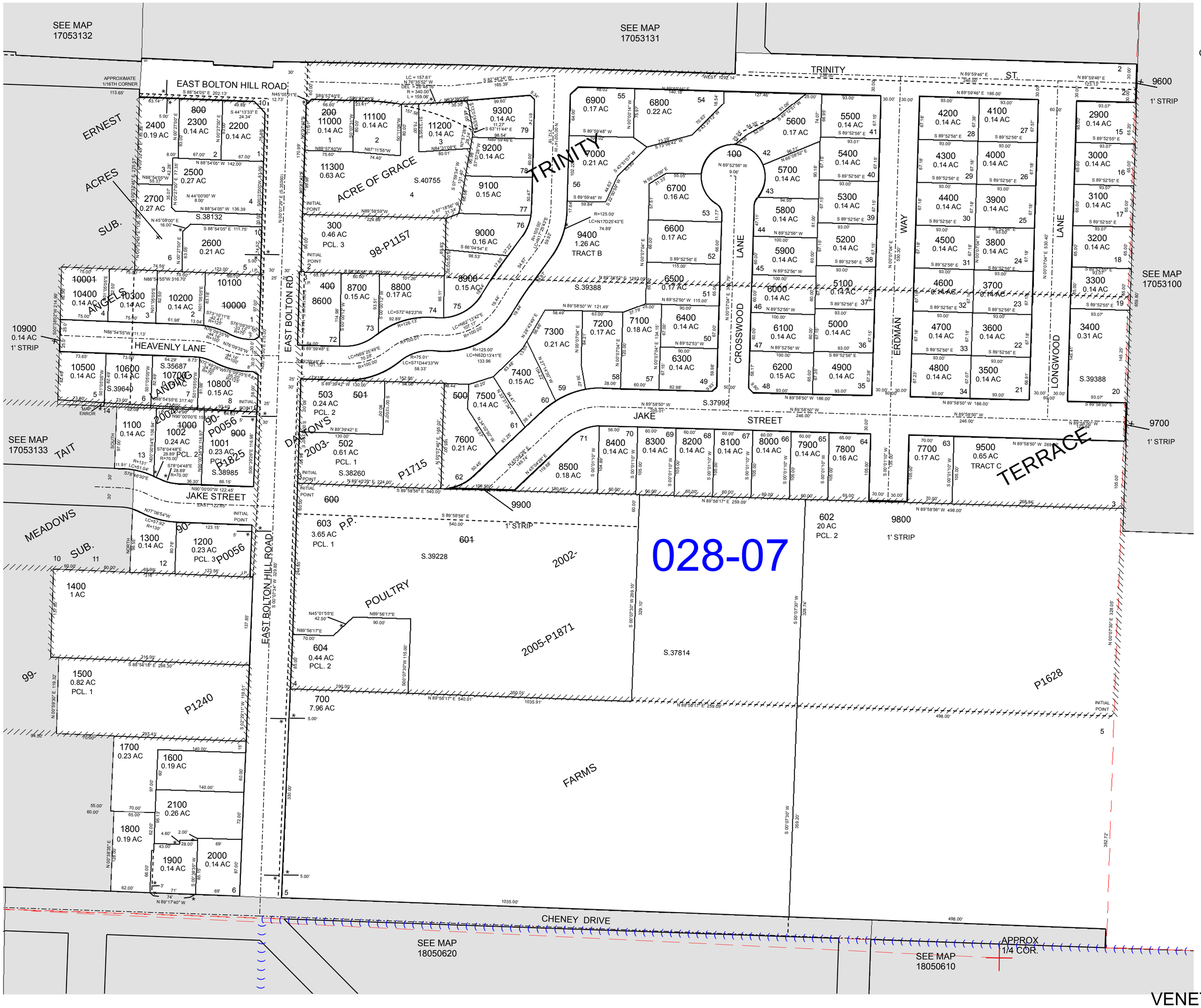
S.E.1/4 S.W.1/4 SEC.31 T.17S. R.5W. W.M.
Lane County
1" = 100'

17053134
VENETA

REVISIONS:
10/23/2006 - LCAT115 - CONVERT MAP TO GIS
2/28/2007 - LCAT142 - LLA BTW 200 & 9300
2/28/2007 - LCAT142 - LLA BTW 5600 & 9400
10/26/2007 - LCAT140 - CANC. TL 200 INTO ACRE OF GRACE

GIS DATA
11/1/2007 9:28:48 AM : lcatbea

CANCELLED:
100
400
500
501
600
601
800
900
1000
10000
10001
200



VENETA
17053134

Detailed Property Report

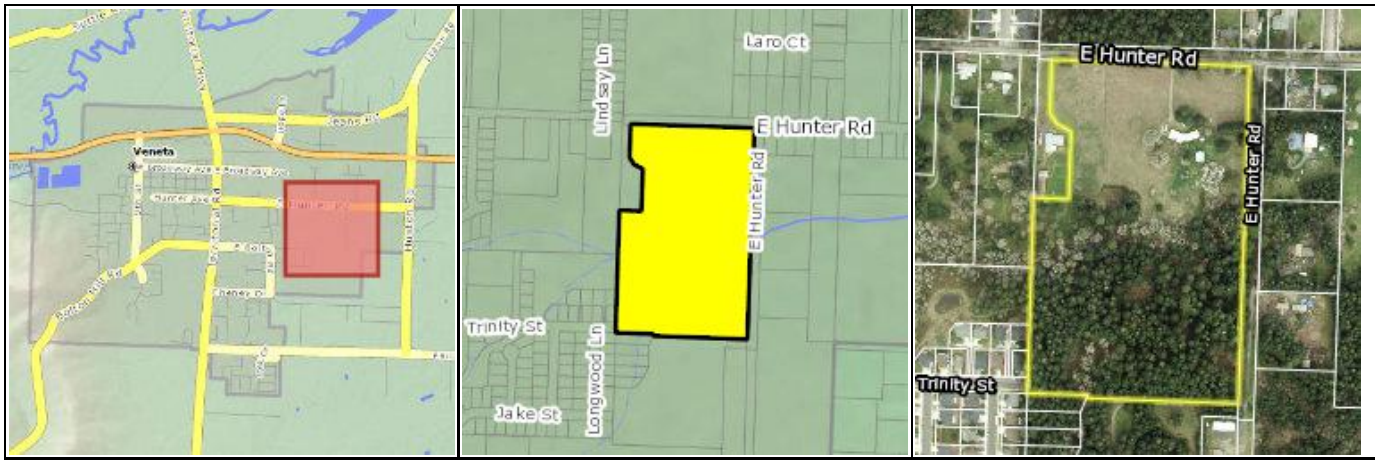
Site Address 25412 E HUNTER RD Veneta, OR 97487-9645
Map & Taxlot# 17-05-31-00-00400
SIC N/A
Tax Account# 0501252 [a]
[a] Additional site address(es) are associated with this tax account

Property Owner 1
ATR LAND LLC
PO BOX 518
CRESWELL, OR 97426

Tax account acreage 21.97
Mapped taxlot acreage[†] 21.84

[†] Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 17-05-31-00-00400



Business Information

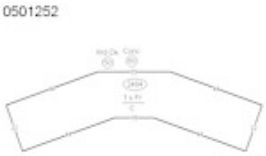
RLID does not contain any business data for this address

Improvements

Dwelling 1 / Building Type » Class 3 dwelling

Assessor Photo sss Assessor Sketch

Click to enlarge photo



Inspection Date	02/17/1995	Bedrooms	3	Roof Style	Flat or Shed
Building Class	3+	Full Bath(s)	1	Roof Cover	Built-up
Year Built	1956	Half Bath(s)	1	Masonry Fireplace(s)	Yes
Effective Year Built	1952	Depreciation	25%	Improvement Complete	100 %
				Heat	Baseboard

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior
1st Floor	2464	2464	Shingle-wood
Total Sq Ft	2464	2464	

Other Square Footage

Detached Garage	N/A	Attached Garage	N/A
Basement Garage	N/A	Carport	N/A
Paved Patio	60	Paved Driveway	N/A

Site Address Information

25412 E HUNTER RD
VENETA, OR 97487-9645

House #	25412	Suffix	N/A	Pre-directional	E
Street Name	HUNTER	Street Type	RD	Unit type / #	N/A
Mail City	VENETA	State	OR	Zip Code	97487
Zip + 4	9645	Create Date	Sep 25, 1986	Update Date	Apr 29, 2011

Land Use 1111 Single Family Housing
USPS Carrier Route R004

Additional site address(es) attached to this tax account
- 25430 E HUNTER RD

General Taxlot Characteristics

Geographic Coordinates

X 4175123 **Y** 880509 (State Plane X,Y)
Latitude 44.0479 **Longitude** -123.3383

Zoning

Zoning Jurisdiction Veneta
Veneta

Parent Zone	RR	RURAL RESIDENTIAL
Overlay	FP	Floodplain
Overlay	GW	Greenway - Open Space

Land Use

General Land Use

Code	Description
S	Single Family
T	Timber
V	Vacant

Detailed Land Use

Code	Description
1111	Single Family Housing
8310	Timberlands
9100	Vacant, Unused, Undeveloped Land

Taxlot Characteristics

Incorporated City Limits	VENETA
Urban Growth Boundary	Veneta
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	21.84
Approx Taxlot Sq Footage	951,350
2010 Census Tract	0903
2010 Census Block Group	3
Plan Designation	RURAL RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Lane County FD #1
Ambulance Provider	Lane Rural Fire/ Rescue Ambulance
Ambulance District	NC
Ambulance Service Area	Northwest/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	2

Environmental Data

FEMA Flood Hazard Zone

Code	Description
A	Areas of 100-year flood, no base flood elevations determined.
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C1087F
Community Number	410128
Post-FIRM Date	02/01/1984
Panel Printed?	Yes

Soils

Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %
128B	Veneta loam, 0 to 7 percent slopes	53%	2	3
98	Noti loam	30%	4	94
73	Linslaw loam	17%	3	8

Schools

	Code	Name
School District	28J	FERN RIDGE
Elementary School	566	Veneta
Middle School	564	Fern Ridge
High School	567	Elmira

Political Districts

Election Precinct	4900	State Representative District	8
City Council Ward	N/A	State Representative	Paul R. Holvey
City Councilor	N/A	State Senate District	4
County Commissioner District	1 (West)	State Senator	Floyd Prozanski
County Commissioner	Jay Bozievich		
EWEB Commissioner	N/A		
LCC Board Zone	1		

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0501252
View tax statement(s) for: **2015 2014**

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
ATR LAND LLC	PO BOX 518	CRESWELL, OR 97426

Taxpayer

Party Name	Address	City/State/Zip
ATR LAND LLC	PO BOX 518	CRESWELL, OR 97426

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	21.97
Fire Acres	N/A
Property Class	101 RESIDENTIAL, IMPROVED
Statistical Class	130 CLASS 3 SINGLE FAMILY DWELLING
Neighborhood Code	281500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00400	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

Real Market Value (RMV)				Total Assessed Value	**Tax**
Year	**Land**	**Improvement**	**Total**		
2015	$516,519	$125,573	$642,092	$571,757	$10,494.31
2014	$615,586	$103,315	$718,901	$555,104	$10,257.38
2013	$586,401	$86,385	$672,786	$441,017	$8,216.19
2012	$548,206	$92,964	$641,170	$428,172	$7,839.57
2011	$540,569	$113,262	$653,831	$415,701	$7,655.51
2010	$586,401	$124,760	$711,161	$403,593	$7,366.66
2009	$515,540	$137,430	$652,970	$237,505	$4,247.73
2008	$409,495	$140,810	$550,305	$230,587	$4,138.05
2007	$369,808	$178,120	$547,928	$223,871	$3,979.26
2006	$310,624	$170,120	$480,744	$217,350	$3,958.18
2005	$197,521	$156,500	$354,021	$211,019	$3,898.30
2004	$167,391	$151,940	$319,331	$204,873	$3,780.62
2003	$146,835	$143,340	$290,175	$198,906	$3,726.78
2002	$139,843	$133,960	$273,803	$193,113	$3,622.14
2001	$124,860	$142,510	$267,370	$187,488	$3,516.17
2000	$115,610	$143,950	$259,560	$182,027	$3,422.87
1999	$109,070	$138,410	$247,480	$176,725	$3,316.90
1998	$104,870	$133,090	$237,960	$171,578	$3,166.36
1997	$99,880	$138,640	$238,520	$166,581	$2,669.54
1996	$92,480	$117,490	$209,970	$209,970	$2,970.62
1995	$81,120	$103,970	$185,090	$185,090	$2,706.55

Current Year Assessed Value $571,757

Less Exemption Amount *	N/A
Taxable Value	**$571,757**
* Frozen Assessed Value	

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 02807

Taxing Districts for TCA 02807

CITY OF VENETA
EMERALD PEOPLES UTILITY DISTRICT
FERN RIDGE LIBRARY DISTRICT
FERN RIDGE SCHOOL DISTRICT 28J
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE COUNTY FIRE DISTRICT #1
LANE EDUCATION SERVICE DISTRICT
VENETA URBAN RENEWAL AGENCY

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
02/28/2006	$0	2006-15954		**K**	No	EEC HOLDING LLC	MCDOUGAL NORMAN N
10/27/2005	$0	2007-36060		**K**	No	MCDOUGAL NORMAN & MELVIN MCDOUGAL	ATR LAND LLC
10/25/2005	$695,000	2005-84960		**V**	No	STANLEY ROBERT E & ARDITH A	EEC HOLDING LLC
12/01/1992	$0	1992-72807		**6**	No	MAHARRY, NELL A	XX
12/01/1992	$0	1992-72808		**I**	No	MAHARRY, NELL A	XX
12/01/1992	$27,000	1994-76885		**C**	No	MAHARRY REVO TR	XX

Data source: Lane County Assessment and Taxation

Detailed Property Report

Site Address 25444 E HUNTER RD Veneta, OR 97487-9645
Map & Taxlot# 17-05-31-00-00501
SIC N/A
Tax Account# 0501286

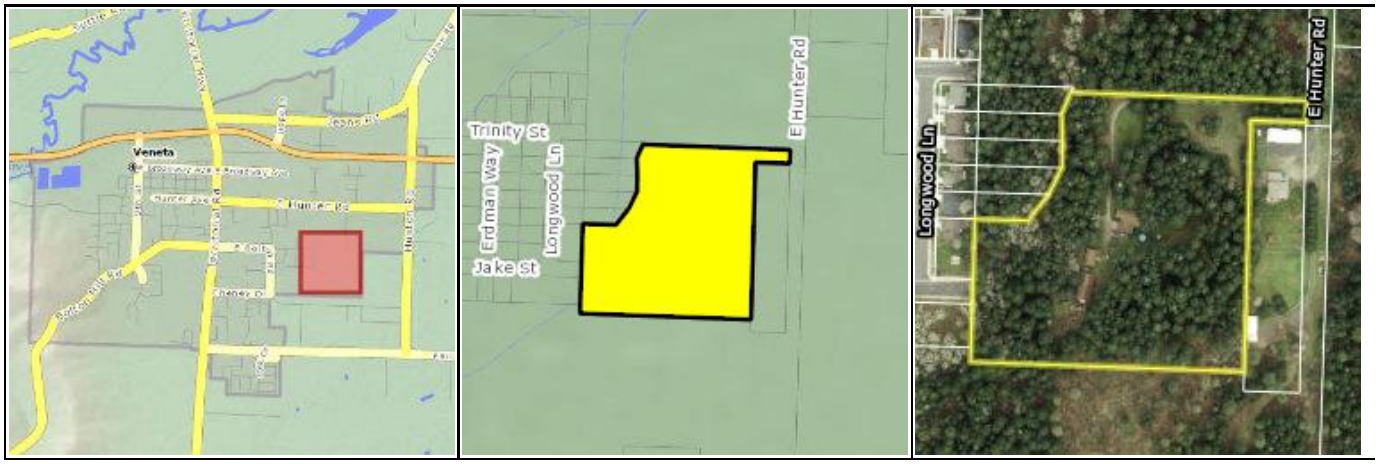
Property Owner 1
LEELYNN INC
PO BOX 518
CRESWELL, OR 97426

See **Owner/Taxpayer section** for additional owners

Tax account acreage 8.81
Mapped taxlot acreage† 8.76

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 17-05-31-00-00501



Business Information

RLID does not contain any business data for this address

Improvements

Dwelling 1 / Building Type » Class 4 dwelling
Assessor Photo sss Assessor Sketch

image not available

Inspection Date	02/17/1995	Bedrooms	2	Roof Style	Gable
Building Class	4-	Full Bath(s)	2	Roof Cover	Comp shingle medium
Year Built	1976	Half Bath(s)	0	Masonry Fireplace(s)	No
Effective Year Built	1976	Depreciation	18%	Improvement Complete	100 %
				Heat	Hot water; Radiant - ceiling

Floor Characteristics

	Base Sq Ft	Finished Sq Ft	Exterior
1st Floor	1318	1318	Wood siding
Total Sq Ft	1318	1318	

Other Square Footage

Detached Garage	N/A	Attached Garage	609
Basement Garage	N/A	Carport	N/A
Paved Patio	196	Paved Driveway	320

Site Address Information

25444 E HUNTER RD
VENETA, OR 97487-9645

House #	25444	Suffix	N/A	Pre-directional	E
Street Name	HUNTER	Street Type	RD	Unit type / #	N/A
Mail City	VENETA	State	OR	Zip Code	97487
Zip + 4	9645	Create Date	Sep 25, 1986	Update Date	Jan 12, 2011

Land Use 1111 Single Family Housing
USPS Carrier Route R004

General Taxlot Characteristics

- Geographic Coordinates

X 4174916 **Y** 879211 (State Plane X,Y)
Latitude 44.0443 **Longitude** -123.3389

- Zoning

Zoning Jurisdiction Veneta
Veneta

Parent Zone	RR	RURAL RESIDENTIAL
Parent Zone	RR	RURAL RESIDENTIAL
Overlay	GW	Greenway - Open Space

- Land Use

General Land Use

Code	Description
S	Single Family
V	Vacant

Detailed Land Use

Code	Description
1111	Single Family Housing
9100	Vacant, Unused, Undeveloped Land

Taxlot Characteristics

Incorporated City Limits	VENETA
Urban Growth Boundary	Veneta
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	8.76
Approx Taxlot Sq Footage	381,586
2010 Census Tract	0903
2010 Census Block Group	3
Plan Designation	RURAL RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Lane County FD #1
Ambulance Provider	Lane Rural Fire/ Rescue Ambulance
Ambulance District	NC
Ambulance Service Area	Northwest/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	2

Environmental Data

FEMA Flood Hazard Zone

Code	Description
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C1087F
Community Number	410128
Post-FIRM Date	02/01/1984
Panel Printed?	Yes

Soils

Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %
128B	Veneta loam, 0 to 7 percent slopes	76%	2	3
98	Noti loam	24%	4	94

Schools

	Code	Name
School District	28J	FERN RIDGE
Elementary School	566	Veneta
Middle School	564	Fern Ridge
High School	567	Elmira

Political Districts

Election Precinct	4900	State Representative District	8
City Council Ward	N/A	State Representative	Paul R. Holvey
City Councilor	N/A	State Senate District	4
County Commissioner District	1 (West)	State Senator	Floyd Prozanski
County Commissioner	Jay Bozievich		
EWEB Commissioner	N/A		
LCC Board Zone	1		

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0501286
View tax statement(s) for: **2015 2014**

Owner/Taxpayer

Owners

No.	Owner	Address	City/State/Zip
1	LEELYNN INC	PO BOX 518	CRESWELL, OR 97426
2	ATR LAND LLC	PO BOX 518	CRESWELL, OR 97426
3	WILEY MT INC	PO BOX 518	CRESWELL, OR 97426

Taxpayer

Party Name	Address	City/State/Zip
ATR LAND LLC	PO BOX 518	CRESWELL, OR 97426

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	8.81
Fire Acres	N/A
Property Class	191 RESIDENTIAL, POTENTIAL DEVELOPMENT, IMPROVED
Statistical Class	140 CLASS 4 SINGLE FAMILY DWELLING
Neighborhood Code	281500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00501	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

	Real Market Value (RMV)			Total Assessed Value	**Tax**
Year	**Land**	**Improvement**	**Total**		
2015	$352,380	$149,858	$502,238	$411,220	$7,547.74
2014	$419,985	$132,536	$552,521	$399,243	$7,377.33
2013	$416,256	$116,193	$532,449	$268,369	$4,999.74
2012	$389,126	$123,114	$512,240	$260,552	$4,770.55
2011	$383,701	$141,585	$525,286	$252,963	$4,658.54
2010	$416,255	$153,550	$569,805	$245,595	$4,482.77
2009	$431,540	$148,610	$580,150	$238,442	$4,264.49
2008	$342,571	$156,530	$499,101	$231,497	$4,154.38
2007	$309,261	$211,610	$520,871	$224,754	$3,994.96
2006	$259,614	$193,580	$453,194	$218,208	$3,973.81
2005	$165,216	$214,520	$379,736	$211,852	$3,913.69
2004	$140,014	$208,270	$348,284	$205,682	$3,795.55
2003	$122,820	$200,260	$323,080	$199,691	$3,741.49
2002	$116,972	$155,240	$272,212	$193,875	$3,636.44
2001	$104,440	$122,240	$226,680	$188,228	$3,530.05
2000	$96,700	$123,470	$220,170	$182,746	$3,436.39
1999	$91,230	$118,720	$209,950	$177,423	$3,330.00
1998	$87,720	$114,150	$201,870	$172,255	$3,178.84
1997	$83,540	$113,280	$196,820	$167,238	$2,680.08
1996	$77,350	$111,580	$188,930	$188,930	$2,672.94
1995	$67,850	$117,970	$185,820	$185,820	$2,717.22

Current Year Assessed Value	$411,220
Less Exemption Amount *	N/A
Taxable Value	**$411,220**

* Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 02807

Taxing Districts for TCA 02807

CITY OF VENETA
EMERALD PEOPLES UTILITY DISTRICT
FERN RIDGE LIBRARY DISTRICT
FERN RIDGE SCHOOL DISTRICT 28J
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE COUNTY FIRE DISTRICT #1
LANE EDUCATION SERVICE DISTRICT
VENETA URBAN RENEWAL AGENCY

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	**Sale Price**	**Doc #**	**Image**	Analysis Code	Multiple Accts?	**Grantor(s)**	**Grantee(s)**
06/13/2006	$0	2007-36065		**K**	No	LEELYNN INC & WILEY MT INC	ATR LAND LLC
06/07/2006	$588,000	2006-40173		**Y**	No	LUXFORD DENNIS & CAROL	LEELYNN INC & WILEY MT INC

Data source: Lane County Assessment and Taxation

Detailed Property Report

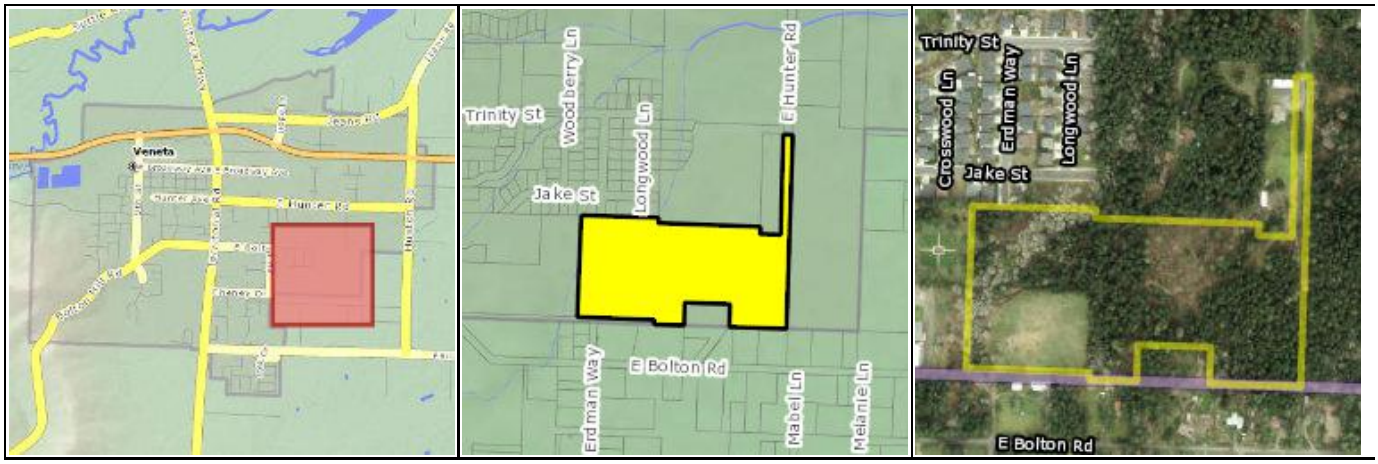
Site Address N/A
Map & Taxlot# 17-05-31-34-00602
SIC N/A
Tax Account# 1703865

Property Owner 1
ATR SERVICES INC
PO BOX 518
CRESWELL, OR 97426

Tax account acreage 20.00
Mapped taxlot acreage† 19.90

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 17-05-31-34-00602



Business Information

RLID does not contain any business data for this address

Improvements

No assessor photos, assessor sketches or building characteristic information is available for this tax account.

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

- Geographic Coordinates

X 4174715 **Y** 878590 (State Plane X,Y)
Latitude 44.0426 **Longitude** -123.3396

- Zoning

Zoning Jurisdiction Veneta
Veneta

Parent Zone	RR	RURAL RESIDENTIAL
Parent Zone	RR	RURAL RESIDENTIAL
Overlay	GW	Greenway - Open Space
Parent Zone	SFR	SINGLE-FAMILY RESIDENTIAL
Parent Zone	SFR	SINGLE-FAMILY RESIDENTIAL
Overlay	GW	Greenway - Open Space

Taxlot Characteristics

Incorporated City Limits	VENETA
Urban Growth Boundary	Veneta
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	19.90
Approx Taxlot Sq Footage	866,844
2010 Census Tract	0903
2010 Census Block Group	3
Plan Designation	RURAL RESIDENTIAL
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Land Use

General Land Use

Code	Description
V	Vacant

Detailed Land Use

Code	Description
9100	Vacant, Unused, Undeveloped Land

Service Providers

Fire Protection Provider	Lane County FD #1
Ambulance Provider	Lane Rural Fire/ Rescue Ambulance
Ambulance District	NC
Ambulance Service Area	Northwest/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	2

Environmental Data

FEMA Flood Hazard Zone

Code	Description
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C1087F
Community Number	410128
Post-FIRM Date	02/01/1984
Panel Printed?	Yes

Soils

Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %
128B	Veneta loam, 0 to 7 percent slopes	81%	2	3
98	Noti loam	19%	4	94

Schools

	Code	Name
School District	28J	FERN RIDGE
Elementary School	566	Veneta
Middle School	564	Fern Ridge
High School	567	Elmira

Political Districts

Election Precinct	4900	State Representative District	8
City Council Ward	N/A	State Representative	Paul R. Holvey
City Councilor	N/A	State Senate District	4
County Commissioner District	1 (West)	State Senator	Floyd Prozanski
County Commissioner	Jay Bozievich		
EWEB Commissioner	N/A		
LCC Board Zone	1		

Liens

RLID does not contain any lien data for this jurisdiction

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1703865
View tax statement(s) for: **2015 2014**

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
ATR SERVICES INC	PO BOX 518	CRESWELL, OR 97426

Taxpayer

Party Name	Address	City/State/Zip
ATR SERVICES INC	PO BOX 518	CRESWELL, OR 97426

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	20.00
Fire Acres	N/A
Property Class	190 RESIDENTIAL, POTENTIAL DEVELOPMENT, VACANT
Statistical Class	N/A
Neighborhood Code	281500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	Partition Plat	Subdivision Name	2002-P1628	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	Parcel 2 TL 00602	Recording Number	2002-095797

Data source: Lane County Assessment and Taxation

Property Values & Taxes

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Real Market Value (RMV)				Total Assessed Value	**Tax**
Year	**Land**	**Improvement**	**Total**		
2015	$472,800	$0	$472,800	$233,871	$4,292.59
2014	$564,538	$0	$564,538	$227,059	$4,195.66
2013	$536,311	$0	$536,311	$220,446	$4,106.93
2012	$501,027	$0	$501,027	$214,025	$3,918.67
2011	$493,970	$0	$493,970	$207,791	$3,826.66
2010	$536,310	$0	$536,310	$201,739	$3,682.28
2009	$557,300	$0	$557,300	$195,863	$3,502.97
2008	$441,381	$0	$441,381	$190,158	$3,412.52
2007	$397,912	$0	$397,912	$184,619	$3,281.57
2006	$333,265	$0	$333,265	$179,242	$3,264.19
2005	$124,614	$0	$124,614	$68,882	$1,272.51
2004	$103,196	$0	$103,196	$70,899	$1,308.33
2003	$90,523	$0	$90,523	$68,834	$1,289.70

Current Year Assessed Value $233,871
Less Exemption Amount * N/A
Taxable Value **$233,871**
* Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 02807
Taxing Districts for TCA 02807

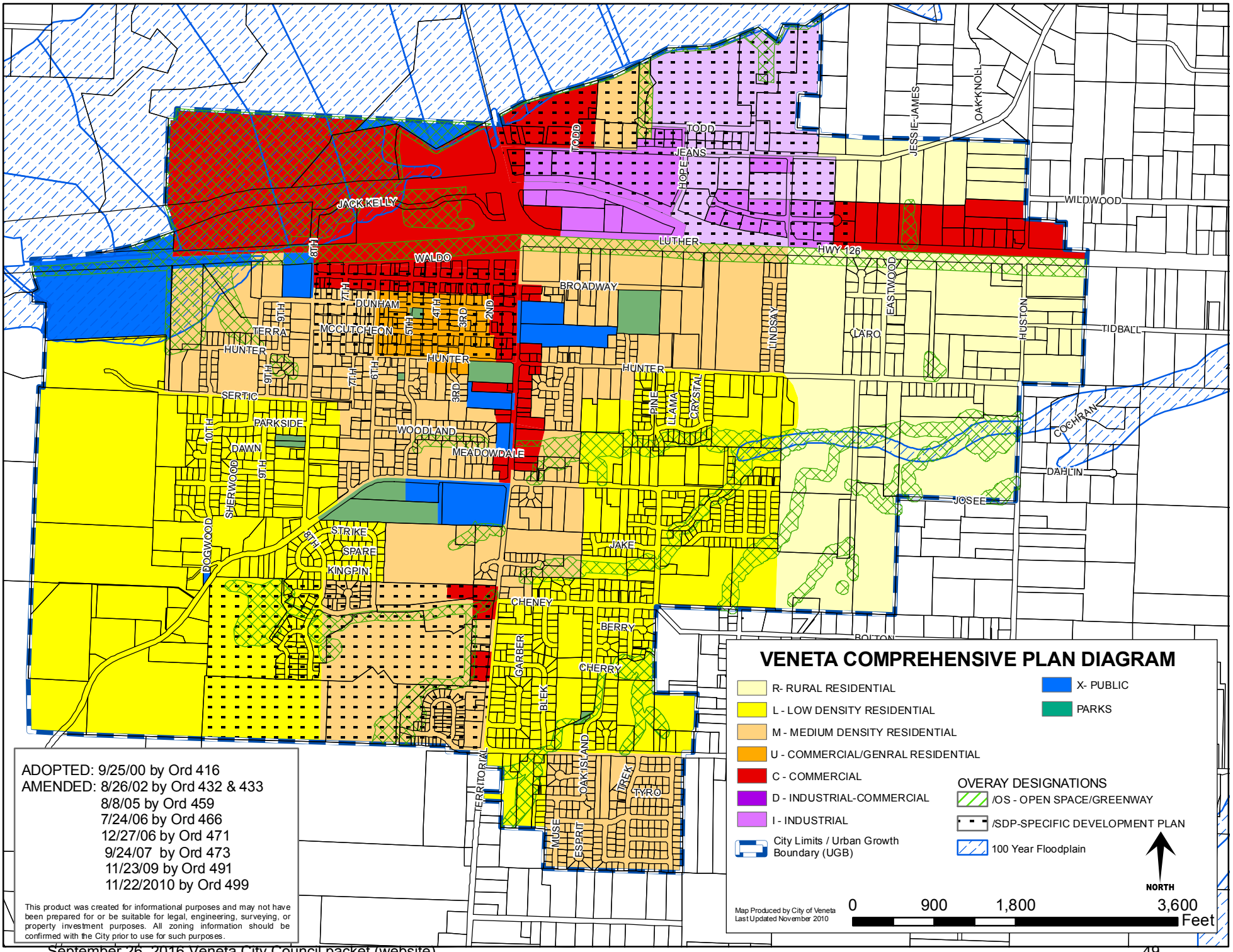
CITY OF VENETA
EMERALD PEOPLES UTILITY DISTRICT
FERN RIDGE LIBRARY DISTRICT
FERN RIDGE SCHOOL DISTRICT 28J
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE COUNTY FIRE DISTRICT #1
LANE EDUCATION SERVICE DISTRICT
VENETA URBAN RENEWAL AGENCY

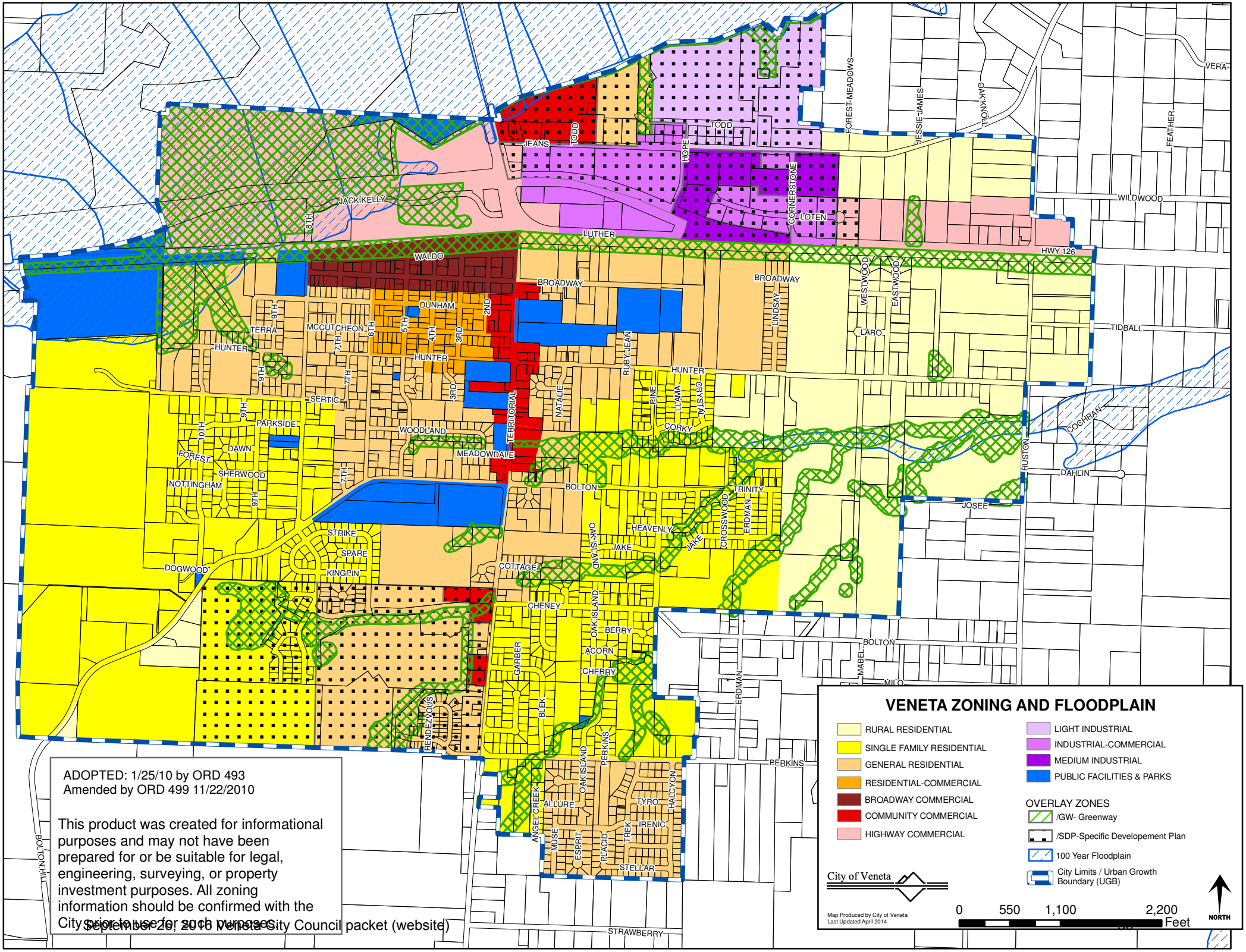
Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	**Sale Price**	**Doc #**	**Image**	Analysis Code	Multiple Accts?	**Grantor(s)**	**Grantee(s)**
11/13/2008	$0	2008-62414		**8**	No	DEMERS GREG	ATR SERVICES INC
03/13/2007	$0	2007-17425		**L**	Yes	DEMERS GREG	DEMERS GREG
12/19/2003	$0	2003-123270		**9**	No	SIMMERMAN JAMES R & KATHLEEN R	DEMERS GREG

Data source: Lane County Assessment and Taxation


VENETA COMPREHENSIVE PLAN DIAGRAM
R- RURAL RESIDENTIAL
L - LOW DENSITY RESIDENTIAL
M - MEDIUM DENSITY RESIDENTIAL
U - COMMERCIAL/GENRAL RESIDENTIAL
C - COMMERCIAL
D - INDUSTRIAL-COMMERCIAL
I - INDUSTRIAL
City Limits / Urban Growth Boundary (UGB)
X- PUBLIC
PARKS
OVERAY DESIGNATIONS
/OS - OPEN SPACE/GREENWAY
/SDP-SPECIFIC DEVELOPMENT PLAN
100 Year Floodplain
NORTH
0 900 1,800 3,600 Feet
Map Produced by City of Veneta
Last Updated November 2010
ADOPTED: 9/25/00 by Ord 416
AMENDED: 8/26/02 by Ord 432 & 433
8/8/05 by Ord 459
7/24/06 by Ord 466
12/27/06 by Ord 471
9/24/07 by Ord 473
11/23/09 by Ord 491
11/22/2010 by Ord 499
This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed with the City prior to use for such purposes.
JACK KELLY
WALDO
LUTHER
HWY 126
WILDWOOD
BROADWAY
DUNHAM
MCCUTCHEON
TERRA
HUNTER
SERTIC
PARKSIDE
DAWN
WOODLAND
MEADOWDALE
SHERWOOD
DOGWOOD
STRIKE
SPARE
KINGPIN
CHENEY
BERRY
CHERRY
GARBER
BLEK
OAKISLAND
TREK
TYRO
MUSE
ESPRIT
TERRITORIAL
JAKE
PINE
LLAMA
CRYSTAL
LINDSAY
LARO
EASTWOOD
HUSTON
TIDBALL
COCHRAN
DAHLIN
JOSEE
BOLTON
TODD
JEANS
HOPE
JESSIE-JAMES
OAKKNOLL
8TH
7TH
6TH
5TH
4TH
3RD
2ND
9TH
10TH


VENETA ZONING AND FLOODPLAIN
RURAL RESIDENTIAL
SINGLE FAMILY RESIDENTIAL
GENERAL RESIDENTIAL
RESIDENTIAL-COMMERCIAL
BROADWAY COMMERCIAL
COMMUNITY COMMERCIAL
HIGHWAY COMMERCIAL
LIGHT INDUSTRIAL
INDUSTRIAL-COMMERCIAL
MEDIUM INDUSTRIAL
PUBLIC FACILITIES & PARKS
OVERLAY ZONES
/GW- Greenway
/SDP-Specific Developement Plan
100 Year Floodplain
City Limits / Urban Growth Boundary (UGB)
City of Veneta
Map Produced by City of Veneta
Last Updated April 2014
0 550 1,100 2,200 Feet
NORTH
ADOPTED: 1/25/10 by ORD 493
Amended by ORD 499 11/22/2010
This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed with the City prior to use for such purposes.
JEANS
TODD
HOPE
CORNERSTONE
LOTEN
FOREST-MEADOWS
JESSIE-JAMES
OAK-KNOLL
FEATHER
VERA
WILDWOOD
JACK-KELLY
8TH
LUTHER
HWY 126
WALDO
BROADWAY
DUNHAM
2ND
3RD
4TH
5TH
6TH
7TH
9TH
10TH
TERRA
MCCUTCHEON
HUNTER
SERTIC
PARKSIDE
WOODLAND
MEADOWDALE
TERRITORIAL
NATALIE
RUBY-JEAN
PINE
LLAMA
CHRISTA
CORKY
LINDSAY
WESTWOOD
EASTWOOD
LARO
TIDBALL
COCHRAN
HUSTON
DAHLIN
JOSEE
DAWN
FOREST
SHERWOOD
NOTTINGHAM
BOLTON
TRINITY
CROSSWOOD
ERDMAN
HEAVENLY
JAKE
OAK ISLAND
STRIKE
SPARE
KINGPIN
DOGWOOD
COTTAGE
CHENEY
BERRY
ACORN
CHERRY
GARBER
BLEK
RENDEZVOUS
MABEL
MILO
PERKINS
ALLURE
TYRO
HALCYON
IRENIC
TREK
ANGEL CREEK
MUSE
ESPRIT
PLACID
STELLAR
STRAWBERRY
BOLTON HILL

Access Engineering LLC

134 E. 13th Ave. Suite 2

Eugene, Oregon 97401

Phone & Fax

541-485-3215

info@accesseng.com

Sarto Village Zone Change
Goal 12 Traffic Impact Analysis

Veneta, Oregon

Transportation Engineering

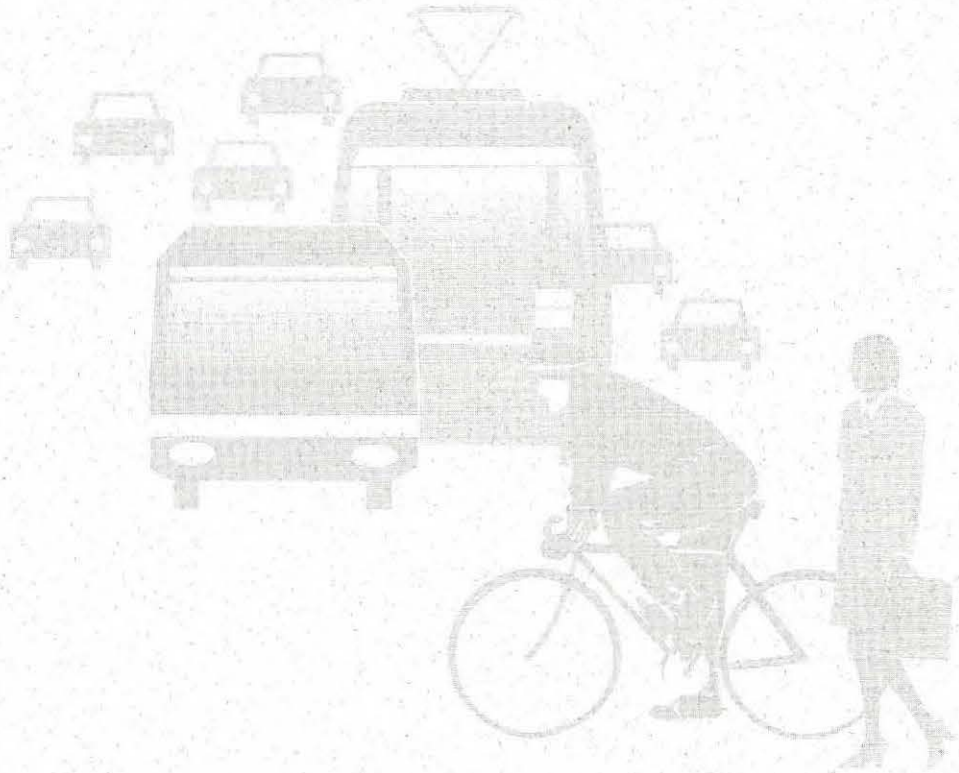
Traffic Design

Trip Generation

Access Management

Traffic Counts

Street Lighting



April 15, 2016

Sarto Village Zone Change
Goal 12 Traffic Impact Analysis

Veneta, Oregon

RENEWS 6/30/16

April 15, 2016

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Sarto Village Zone Change
Traffic Impact Analysis

I. Executive Summary

This study evaluates the long-term traffic impacts associated with the Sarto Village proposed plan amendment and zone change on three large parcels of land in Veneta, Oregon. The study addresses the requirements of the Transportation Planning Rule (TPR) for changes to plan designations and zoning as set out in OAR 660-12-0060. The study compares the worst-case development for the proposed zoning (GR - General Residential) to the worst-case development of the existing zoning (RR - rural residential). A transportation facility is significantly affected if trips from the proposal

(a) Change the functional classification of an existing or planned transportation facility;

(b) Change standards implementing a functional classification system;

(c) As measured by the end of the planning period identified in the adopted transportation system plan :

- (A) Allow land uses or levels of development that would result in types or levels of travel that are inconsistent with the functional classification of an existing or planned transportation facility;
- (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan;
- (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

All of the study area intersections currently operate at acceptable performance levels during the PM peak hour. Of the 50.78 total acres, there are approximately 7.17 acres that are currently zoned SFR in the southwest corner of the site leaving ~43.61 acres to be re-zoned. There are also designated wetlands that further reduce the build-able area of the zone change. Based on a minimum lot size of 6000 square feet, the worst-case GR development will result in 227 residences and 217 new PM peak hour trips. Those trips are compared to the three trips generated by the single RR dwellings allowed on the three tax lots making up the site.

An analysis of the study area intersections in 2016 with the proposed zoning in place shows that all intersections will remain well above the performance standards. By 2026, all study area intersections are forecast to remain well above the performance standards accept the Oregon 126 at Huston Road intersection where the northbound v/c is 0.84 while the performance standard is 0.85. While this is not a failure because the movement has not reached the maximum allowable v/c, it is within the error tolerance of the data.

Since the property owner is planning age-restricted housing with assisted living and congregate care facilities, that plan is analyzed as if it were mitigation to the worst-case development above. The actual development proposal consists of assisted living, 100 beds; congregate care, 100 units, and 130 to 150 senior adult housing. This plan will generate 97 PM peak hour trips compared to the three peak hour trips for the worst-case existing zoning. When this plan is analyzed all intersections are now well within the performance standards and satisfies the requirements of the Transportation Planning Rule. Based on this analysis, we recommend approval of the zone change to develop the age-restricted housing plan.

II. Background

1. Introduction

The purpose of this report is to provide a Traffic Impact Analysis for the proposed zone change on three parcels in Veneta, Oregon in order to comply with the Statewide Planning Goal 12, the Transportation Planning Rule. This report will compare the traffic impacts of the reasonable worst-case development allowed under the proposed City General Residential zone to the traffic impacts of the reasonable worst-case development allowed under the existing City Rural Residential zone to determine if the change will significantly impact the area's transportation system. A mitigation plan will be prepared for any intersection that is significantly impacted.

According to the definitions in the Oregon Administrative Rule 660-12-0060 Transportation Planning Rule (TPR) analyses have a 20 year "Planning Period" from the date of adoption of the latest Transportation System Plan (TSP) update. The Veneta TSP expired in 2015 and has not been updated. However in 2006 the Veneta Southwest Area Specific Plan Amendment was adopted which can be considered an update of the TSP since the scope included the major streets in Veneta. This would make the new horizon year, 2026, replacing the stated 2015 analysis year identified in the TSP.

2. Location and Vicinity Map

The site consists of three tax lots, 400 and 501 on assessor's map 17-05-31-1 and tax lot 602 on map 17-05-31-34. The site contains a total of 50.78 acres. The properties lie south of Hunter Road and west of Baker Road abutting both streets and extend south to approximately 300 feet north of E. Bolton Road. Figure 1 in Appendix A shows the location of the site in eastern Veneta.

3. Land Uses and Intensity

The site currently contains one dwelling located on tax lot 400 with a driveway access on Hunter Road 330 feet west of Baker Road and one dwelling on tax lot 501 with a driveway access on Baker Road 1275 feet south of Hunter Road. Tax lot 602 is currently vacant. Both the Veneta Zoning and Comprehensive Plan Maps show the western portion of tax lot 602 (~7.17 acres) is currently zoned SFR. This portion of the site will not be included in the TPR analysis since that zoning has been included in the existing Veneta Transportation System Plan (TSP). Figure 2 in Appendix A shows the site boundaries and connections to the surrounding street system based on Map 9 in the Veneta TSP. The site also contains six designated wetland areas totaling 3.04 acres. These wetland areas are shown in Figure 2 and are taken from a 2009 Wetland Boundary map by EGR & Associates, Inc.

The TPR analysis will compare the traffic impacts of a reasonable worst-case development under the proposed zoning to the impacts of a reasonable worst-case development under the existing zoning. For the existing zoning, Rural Residential (RR), the Veneta Development Ordinance 493 allows outright a farm use and/or one single- family dwelling per parcel. The proposed General Residential (GR) zone allows one single- family dwelling per lot or one duplex per corner lot provided the driveway access is taken from an alley or two local streets. The net density in the GR zone is 8 dwelling units per acre.

4. Study Area

a. Limits of Traffic Study. The Initial study area includes the following intersections surrounding the site:

Oregon 126 @ Territorial Hwy.
Oregon 126 @ Huston Road
Territorial Hwy. @ Hunter Road
Territorial Hwy. @ E. Bolton Road
Hunter Road @ Huston Road
E. Bolton Road @ Trinity St./Pine St.
E. Bolton Road @ Cheney Drive

b. Existing Zoning and Land Uses. All properties north and east of the site within the Veneta city limits are zoned RR. North of Hunter Road and west of the site are properties zoned GR - General Residential. Properties immediately west of tax lot 400 from Hunter Road to 800 feet south are zoned RR. All properties southwest of there are zoned SFR.

c. Existing Transportation Facilities. Table 1 shows the characteristics of the existing streets in the initial study area.

Table 1: Existing Study Area Street Characteristics

Street	Segment	Jurisdiction & Functional Classification	Road Width (ft)	Posted Speed	Travel Lanes*	Bike Lanes	Curbs/ Shoulders	Parking	Sidewalks
Oregon 126	East of M.P. 47.03 West of M.P. 47.03	ODOT Major Arterial	26'	55 45	2	None	/8'	None	None
Territorial Hwy	N/o Waldo Lane Waldo to Hunter S/o Hunter	ODOT Minor Arterial	26' 50' 50'	35 35** 45	2	Both Sides	Curbs	None	Both Sides
Hunter Road	W/o Territorial Hwy Territorial to Huston	City Major Collector	30' 22'	25	2	None	Curbs /0	None	None
Huston Road	N/o Ore 126 to Hunter S/o Hunter	City Major Collector County U-Mn Collector	22'	35 45	2	None	/0	None	None
Bolton Hill Road	W/o Territorial Hwy	City Major Collector	34'	35	2	Both Sides	Curbs	None	Both Sides
E. Bolton Road	Territorial to Pine Pine to Cheney Cheney to Huston	City Minor Collector City Minor Collector County Rural Local	20'	30 30** 35	2	None	/0	S/s 350' E/o T Hwy	S/s 350' E/o T Hwy
Trinity Street		City Minor Collector	38'	25	2	Both Sides	Curbs	South Side	Both Sides
Pine Street		City Minor Collector	38'	25	2	Both Sides	Curbs	West Side	Both Sides
Baker Road		City Local	12'-20'	N/A	1/2	None	Gravel	None	None
Erdman Way	N/o E Bolton Rd S/o E Bolton Rd	County Local	12' 20'	25***	2	None	Gravel /0'	None	None

* - Number of through lanes only. **- School 20 MPH Zone *** - Basic Rule

Oregon 126 is the principal arterial running through Veneta. Oregon 126 is known as the Florence-Eugene Highway (Highway #62) in the Oregon Department of Transportation (ODOT) highway system and is classified as a Statewide Highway by the 1999 Oregon Highway Plan (OHP), amended.

Territorial Highway is a state highway (Highway #200) running as a major arterial north-south through Veneta. The OHP classifies Territorial Highway as District Highway.

d. Existing Intersection Controls. At the signalized intersection of Oregon 126 with Territorial Highway, all approaches have left-turn and right-turn pockets with protected left-turn phases. The intersection is an isolated, fully actuated traffic signal. The northbound right-turn lane is controlled by an overlap with the westbound left-turn phase.

All streets intersecting Territorial Highway in the study area are controlled by two-way Stop signs for the minor street.

The Oregon 126 at Huston Road intersection is controlled by Stop signs for Huston Road. Oregon 126 has left-turn pockets and right-turn flared approaches in both eastbound and westbound directions. The Coos Bay Rail Link crosses Huston Road only 50 feet south of the northbound Stop line.

Hunter Road is controlled by a Stop sign at the Huston Road T-intersection.

The intersection of E. Bolton Road (west and south legs) with Trinity Street (east leg) and Pine Street (north leg) is controlled by an All-way Stop.

The intersection of E Bolton Road with Cheney Drive is controlled by a Stop sign for Cheney Dr.

5. Existing Traffic Conditions

Vehicle classification turning movement counts were taken at the seven study area intersections during the PM peak hours on March 29, 30, and 31, 2016. The two Oregon 126 intersections were counted on March 29th from 3:30 to 6:30 PM. The PM peak hour was 4:00-5:00 at the Oregon 126 at Territorial Highway intersection and 3:45-4:45 at the Oregon 126 at Huston Road intersection. Since the Oregon 126 at Territorial Highway intersection has the highest traffic level, that peak hour was used to determine the two-hour PM count period for the remaining five intersections. On March 30th and 31st the remaining peak hour counts were conducted. The PM peak hour at all other intersection was 4:00 to 5:00 PM. The actual peak hour volumes were used in the analysis at each intersection. Summary sheets for the traffic counts can be found in Appendix B.

5a. Seasonal Factor

For analysis of state highway intersections, ODOT guidelines call for the use of design hour volumes (DHV). Design hour volumes are the 30th highest hour volume for a given year. Chapter 4 of ODOT's "Analysis Procedure Manual" provides for three methods for determining season factors that are used to convert peak hour traffic to DHV's. Seasonal factors were calculated for three types of travel in the area; the coastal destination trend on Oregon 126 and Territorial Highway north of Oregon 126, and the commuter trend on the remaining intersections. Seasonal factor calculations can be found in Appendix B.

For Oregon 126, there is an Automatic Traffic Recorder (ATR 20-005 Noti) located 3.06 miles west of Territorial Highway. Using the On Site ATR Method, the seasonal factor for all through traffic on Oregon 126 was found to be 1.20 based on five years of traffic count data.

For Territorial Highway north of Oregon 126, there is an ATR (20-023 Fern Ridge) located 5.97 miles north of Oregon 126. Using the On Site ATR Method, the seasonal factor for all traffic on Territorial Hwy. North of Oregon 126 was found to be 1.24 based on five years of traffic count data.

For Territorial Highway south of Oregon 126 the commuter and summer seasonal trends were combined to describe the type of traffic during the PM peak hour. The 2014 Seasonal Trend Table was consulted to establish a seasonal factor. The seasonal factor was found to be 1.18 based on the late March traffic count period. All other city streets were adjusted using the commuter seasonal trend alone. The calculations can be found in Appendix B.

The seasonally adjusted traffic volumes at the study area intersections calculated using the seasonal factors above are found in Figure 3 in Appendix A.

5b. Intersection Operations - General Procedures

For state highway intersections, ODOT uses a mobility standard based on the ratio of the volume of traffic using an intersection or an approach compared to the capacity of the intersection or approach, v/c. As the volume of traffic nears capacity the ratio approaches 1.0. Table 6 in the Updated 1999 Oregon Highway Plan lists the maximum allowable v/c for various highway classifications, locations, and speeds.

- For Oregon 126, a statewide highway not in a metropolitan area with a posted speed equal to or greater than 45 MPH, the maximum allowed v/c is 0.80
- For Territorial Highway, a district highway not in a metropolitan area with a posted speed equal to 35 MPH, the maximum allowed v/c is 0.95 at Hunter Road and for a posted speed of 45 MPH, the maximum allowed v/c is 0.90 at E Bolton Road.
- The remaining intersections are inside the city limits. The expired TSP gives no guidance on mobility standards for city streets other than to avoid congestion. Since most of these streets were originally County roads, will use Lane County's mobility standards found in Table 4 of Section 15.697 of the Lane Code. For county roads inside an Urban Growth Boundary but outside the Eugene-Springfield Metro area, the maximum allowed v/c for speeds less than 45 MPH is 0.85

5c. Existing 2014 Intersection Operational Analysis

A capacity analysis was performed on the intersections in the study area for the weekday existing 2016 design hour volumes (DHV) shown in Figure 3 in Appendix A. The Synchro program is used to evaluate the operation of all intersections in the study area. For unsignalized intersections, only the most critical (highest) v/c along with the corresponding movement at the intersection are reported. For the signalized intersections the overall v/c is reported. The saturation flow rate was set to the ODOT standard 1750 vehicles per hour for intersection approaches. The existing Peak Hour Factors (PHF's) and heavy vehicle percentages from the traffic counts were used. The Synchro reports are in Appendix D. Table 2 shows that the v/c levels at the study area intersections are well above the appropriate mobility standards.

Table 2: Existing 2016 Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	PM Peak Hour V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.66	29.5	C
Oregon 126 @ Huston Road				
Westbound Ore. 126	0.80	0.44	0.0	A
Southbound Movements	0.85	0.22	40.2	E
Territorial Road @ Hunter Road				
Eastbound Approach	0.85	0.13	14.6	B
Southbound Thru + Right	0.95	0.26	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road				
Eastbound Left turn	0.85	0.09	12.8	B
Southbound Thru + Right	0.90	0.22	0.0	A
E. Bolton Road @ Pine Street/Trinity Street				
Southbound Movements	0.85	0.04	7.2	A
E. Bolton Road @ Cheney Drive				
Eastbound Movements	0.85	0.02	8.6	A
Huston Road @ Hunter Road				
Eastbound Movements	0.90	0.06	9.8	A
Hunter Road @ Baker Lane				
Northbound Movements	0.90	0.00	8.7	A
E. Bolton Road @ Erdman Way				
Northbound Movements	0.90	0.01	8.8	A
Huston Road @ Josee Lane				
Eastbound Movements	0.90	0.0	9.0	A

6. Crash History

Crash records for the Oregon 126 and Territorial Highway intersections in the study area for the three year period 2012 through 2014 were obtained from the ODOT Crash Analysis and Reporting Unit. Tables 3 through 6 list the crashes crash rates at these intersections. The detail crash reports are in Appendix C.

Table 3: Crash History - Oregon 126 @ Territorial Highway

Year	Collision Types							ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Fixed Obj	Backing	Total			PDO	Injury
2012	0	0	1	0	0	1	2	22,400	0.24	1	1
2013	2	1	0	0	0	0	3	22,900	0.36	1	2
2014	2	0	0	1	1	0	4	24,100	0.45	1	2
Total	4	1	1	1	1	1	9	69,400	0.36	3	5

Table 4: Crash History - Oregon 126 @ Huston Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	2	0	0	1	3	14,100	0.58	3	0
2013	0	0	0	0	0	0	14,200	0.00	0	0
2014	0	0	1	0	0	1	14,800	0.19	0	1
Total	0	2	1	0	1	4	43,100	0.25	3	1

Table 5: Crash History - Territorial Hwy. @ Hunter Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	0	0	0	0	0	8,200	0.00	0	0
2013	0	0	0	0	0	0	8,550	0.00	0	0
2014	2	1	0	0	0	3	9,125	0.90	1	2
Total	2	1	0	0	0	3	25,875	0.36	1	2

Table 6: Crash History - Territorial Hwy. @ Bolton Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	0	0	0	0	0	6,750	0.00	0	0
2013	1	0	1	0	0	2	7,000	0.78	1	1
2014	0	0	0	0	0	0	7,700	0.00	0	0
Total	1	0	1	0	0	2	21,450	0.26	1	1

There were no crashes reported at the remaining study area intersections during the three-year period. The crash rate is in units of number of crashes per one million entering vehicles (mev). The crash analysis does not reveal any specific problem areas or types of collision. The three crashes at Territorial Highway at Hunter Road in 2014 involved a southbound left turn, a northbound left turn and a southbound rear-end involving a right turn. These crashes and the two at Territorial Highway at Bolton Road appear to be anomalous but should bear monitoring in the future.

7. Trip Generation

The first step in the analysis of a zone change is to determine the PM peak hour trip generation of a reasonable worst-case development in the existing Rural Residential zone compared to a reasonable worst-case development in the proposed General Residential zone to determine if there is a net increase or decrease in trips.

The Veneta RR zone allows farming use or one single family dwellings per tax lot. There are three existing tax lots two of which have an existing dwelling. We are assuming three total dwelling units for the RR zoning.

The Veneta GR zone allows one single family dwellings per buildable legal lot. The GR zone is selected because the SFR zone does not allow outright the proposed assisted living or congregate care facilities. Both zones have the same minimum lot areas; 6,000 square feet for single-family homes or 7,500 square feet for duplexes. The total site acreage is 50.78 acres, however the western portion of tax lot 602 (found by extending the western boundary of tax lot 401 due south) is currently zoned SFR so this ~7.17 acres is not a part of the zone change. In addition, there are designated wetlands on the site as shown in Figure 2. Of the total 3.04 acres designated as wetlands (see Figure 6A Wetland Delineation Report in Appendix B), approximately 1.04 acres lies on the portion of tax lot 602 that is already zoned SFR. Therefore 2.0 acres of wetlands exist in the zone change area. The total buildable acres in the zone change area 50.78 less 9.17 = 41.61 acres.

For the worst-case scenario, we assume there are no further impediments to full development of the zone change area. Most new residential streets in Veneta have been constructed on either 50 or 60-foot rights-of-way. Taking the developed subdivision immediately west of the site between Trinity and Jake Streets as a sample, the street right-of-way is ~25% of the developed area. Subtracting 25% of the 41.61 buildable acres for streets leaves 31.2 acres or ~1,360,000 square feet available for housing units. At the minimum 6,000 square feet per dwelling unit that amounts to 227 dwelling units.

Table 7 compares the trips generated by the uses selected above. The Ninth Edition of the ITE Trip Generation Manual was consulted for the daily and PM peak hour trips generated by Land Use Code 210 - Single-Family Detached Housing. Trips for both the worst-case RR zoning are computed and compared to the worst-case GR zoning in Table 7. The results show that the zone change from RR to GR will generate an additional 217 peak hour trips.

Table 7: Trip Generation Comparison

Land Use (ITE Code)	Size	Unit	Daily		PM Peak Hour			
			Rate	Total	Rate	Total	In	Out
Existing - Rural Residential (210)	3	Dwelling Units	13.9*	42	1.49*	3	2	1
Proposed - General Residential (210)	227	Dwelling Units	9.79*	2222	0.97*	220	139	81
Net Trips: Proposed - Existing				**2180**		**217**	**137**	**80**

* - Trip rate is based on the fitted curve equation.

8. Trip Distribution and Assignment

The expired TSP's projected average daily traffic (ADT) for 2015 is unreliable. The 2015 projected volumes overestimated actual traffic counts in 2014 on Oregon 126 by 17% at Territorial Hwy. and 45% east of Huston Road. Territorial Highway and Huston Road ADT's were similarly overestimated south of Oregon 126. TIA's for the four out of nine phases of the Southwest Area Specific Plan that have been completed all having different percentages of trips leaving the city limits/urban growth boundary. For these reasons we have developed the following trip distribution.

The distribution of trips generated by the site during the PM peak hour will predominantly follow work/shopping-to-home patterns. The Sarto Village site is only 12 miles from downtown Eugene. The Eugene-Springfield metropolitan area would easily be the largest employer and provide the greatest shopping opportunities. The secondary employment and shopping areas would be downtown Veneta and the commercial areas along Oregon 126 especially the commercial area surrounding the Oregon 126/Territorial Highway intersection. These areas will account for 70% of trip origins and destinations; Oregon 126 east of Huston Road - 45%, downtown Veneta - 10%, Oregon 126/Territorial Highway area - 15%. The remaining 30% of trips area distributed 10% to Perkins Road connecting to Oregon 126 via Central Road; 10% to Territorial Road north of Oregon 126; 5% to Bolton Hill Road to the east; 3% to Territorial Highway south of Perkins Road and 2% to Huston Road north of Oregon 126.

Currently access to the site is only available from Hunter Road which border the site on the north and Baker Lane which borders the northern half of the east boundary. Two streets currently approach the west boundary of the site, Trinity Street and Jake Street, but have a one-foot strip barrier at the border. Map 9 in the Veneta TSP shows several proposed streets connecting to the site:

- Trinity Street is proposed to run west to east through the site and connect with Josee Lane which appears to be a gravel, local access road or private access easement just outside the Veneta UGB in Lane County. The area north of Josee Lane is in the city and undeveloped.
- Corky Lane is proposed to run west to east through the site and end to Baker Lane.
- Jake Street is an existing street that is shown to reach the west site boundary.
- Baker Lane is shown to be extended south from Trinity Street to E. Bolton Road.

One major wetland greenway passes through the site from the southwest corner to the to the east boundary creating an impediment to through streets connections. We have assumed the only the Trinity Street/Josee Lane east-west connection to be made through the center of the site. In addition, Baker Lane cannot connect to E. Bolton Road because the area between the site south boundary and E. Bolton Road has been developed with single-family homes and no right-of-way exists for Baker lane. There is, however, a right-of-way that connects to E. Bolton Road near the southwest corner of the site which is an extension of Erdman Way. Figure 4 in Appendix A shows the assignment of trips between the four site accesses and the study area intersections.

III. Transportation Planning Rule (TPR) Operational Analysis

Since all study area intersections currently operate above the ODOT, City and County mobility standards, a significant impact occurs when an intersection's mobility standard is exceeded by the new trips from the proposed zone change.

1. Year of Opening, 2016, Intersection Operational Analysis

The development under the proposed zoning is assumed to be completed in 2016. The study area traffic levels for the proposed zoning scenario are shown on Figure 5 in Appendix A. The worst-case development traffic levels in Figure 4 are added to the existing traffic volumes shown in Figure 3. The Synchro program is used to evaluate the operation of the study area intersections. The PHF's, truck and pedestrian percentages from the traffic counts are used in the analysis. Table 8 shows the results of the level-of-service (LOS) analysis. The Synchro reports can be found in Appendix D.

Table 8: Existing 2016 Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.66	29.5	C	0.67	30.1	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.44	0.0	A	0.44	0.0	A
Southbound Movements	0.85	0.22	40.2	E	0.34	61.1	F
Northbound Movements	0.85	0.36	31.7	D	0.57	42.9	E
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.13	14.6	B	0.15	16.2	C
Southbound Thru + Right	0.95	0.26	0.0	A	0.28	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.09	12.8	B	0.10	13.6	B
Southbound Thru + Right	0.90	0.22	0.0	A	0.22	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.03	7.1	A	0.07	7.3	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.02	8.6	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.06	9.8	A	0.09	10.5	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.00	8.7	A	0.04	9.1	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	8.8	A	0.01	9.0	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.0	9.0	A	0.03	9.5	A

All intersection critical movements are above the appropriate mobility standard, so no mitigation is required. The north- and southbound movements on Huston Road at Oregon 126 will experience long

delays which are increased by the worst-case development. A check of signal warrants for the intersection is made following the procedures in ODOT's Analysis Procedures Manual (APM). The results indicate that a signal is not warranted at this time. The calculation is in Appendix B.

2. Horizon Year, 2026, Background Traffic Growth

Traffic growth for Oregon 126 and Territorial Highway for the horizon year, 2026, was estimated using ODOT's 2034 Future Highway Volume Table. The calculations are found in Appendix B. The annual growth rate for Oregon 126 was found to be 1.0% per year or a growth factor of 1.10 over ten years. The annual growth rate for Territorial Highway shows a significant difference in the area near Oregon 126 (0.34%) compared to the area south of Broadway (0.99%). A growth factor of 1.034 was applied to Territorial Highway approaches to Oregon 126 and a growth factor of 1.10 was applied to Territorial Highway south of Broadway and the remaining City and County streets in the study area. Figure 6 in Appendix A shows the No-build and Build traffic levels in the study area.

3. Horizon Year, 2026, Intersection Operational Analysis

The Synchro program was rerun for the 2026 data using the same PHF's as in 2016. Table 9 shows the results of the level-of-service (LOS) analysis. The Synchro reports can be found in Appendix E.

Table 9: Horizon Year, 2026, Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.70	31.7	C	0.72	32.6	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.48	0.0	A	0.48	0.0	A
Southbound Movements	0.85	0.37	63.2	F	0.56	110.1	F
Northbound Movements	0.85	0.55	53.6	F	**0.84**	93.6	F
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.17	16.3	C	0.20	18.3	C
Southbound Thru + Right	0.95	0.29	0.0	A	0.30	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.11	13.6	B	0.12	14.5	B
Southbound Thru + Right	0.90	0.24	0.0	A	0.24	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.05	7.1	A	0.07	7.3	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.03	8.6	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.07	10.0	A	0.10	10.7	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.00	8.7	A	0.04	9.2	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	8.8	A	0.01	9.1	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.0	9.1	A	0.03	9.5	A

The intersection operational analysis in Table 9 above shows that the northbound movements on Hunter Road approaching Oregon 126 will reach a v/c of 0.84 just under the maximum v/c allowed, 0.85. In addition, both the north- and southbound movements will experience long delays and a LOS = F. While this does not technically result in reducing the performance of an existing facility below the minimum acceptable performance standard (0.85), it is close enough to warrant analyzing the actual proposed development as mitigation.

4. Stipulated Development as Mitigation

The developer will stipulate the following which is the actual development plan for the site:

Phase 1: Age-restricted (55+) senior housing, 140 units to be completed by 2018 on tax lots 501, 602, and the southern portion of tax lot 400.

Phase 2: Congregate Senior Housing - 100 units of Independent Living and 100 units of Assisted Living to be completed by 2020 on the northern portion of tax lot 400.

The Ninth Edition of the ITE Trip Generation Manual was consulted for the daily and PM peak hour trips generated by Land Use Codes 251 - Senior Adult Housing Detached, 253 - Congregate Care Facility, and 254 - Assisted Living. Trips for both the worst-case RR zoning are computed and compared to the stipulated development in Table 10. The results show that the zone change from RR to GR will generate a net additional 94 trips PM peak hour trips.

Table 10: Mitigation Trip Generation Comparison

Land Use (ITE Code)	Size	Unit	Daily		PM Peak Hour			
			Rate	Total	Rate	Total	In	Out
Proposed Senior Adult Housing Detached (251)	140	Dwelling Units	4.56*	638	0.41*	58	35	23
Proposed Congregate Care Facility (253)	100	Dwelling Units	2.02	202	0.17	17	9	8
Proposed Assisted Living (254)	100	Beds	2.66	266	0.22	22	10	12
Proposed -Development				1106		97	54	43
Existing - Rural Residential (210)	3	Dwelling Units	13.9*	42	1.49*	3	2	1
Net Trips: Proposed - Existing				**1064**		**94**	**52**	**42**

* - Trip rate is based on the fitted curve equation.

The distribution and assignment of those trips will be the same as previously determined for the worst-case development. Figure 7 in Appendix A shows the new trips generated by the mitigation plan. The resulting trip impact on the study area is shown in Figure 8 in Appendix A.

Table 11 on the following page shows the results of the level-of-service (LOS) analysis. The Synchro reports can be found in Appendix F.

Table 11: Horizon Year, 2026, Operational Analysis w/ Mitigation

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning with Mitigation		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.70	31.7	C	0.71	32.0	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.48	0.0	A	0.48	0.0	A
Southbound Movements	0.85	0.37	63.2	F	0.44	76.8	F
Northbound Movements	0.85	0.55	53.6	F	0.66	62.6	F
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.17	16.3	C	0.17	17.0	C
Southbound Thru + Right	0.95	0.29	0.0	A	0.29	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.11	13.6	B	0.12	13.9	B
Southbound Thru + Right	0.90	0.24	0.0	A	0.24	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.05	7.1	A	0.06	7.1	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.03	8.6	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.07	10.0	A	0.08	10.3	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.00	8.7	A	0.04	9.2	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	8.8	A	0.01	9.1	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.0	9.1	A	0.02	9.3	A

The results of the intersection operational analysis shows that the v/c for the northbound Huston Road movements at Oregon 126 is now well within the allowable range. All other intersections show a reduced traffic impact as well.

IV. Conclusions and Recommendations

The above analysis of the Transportation Planning Rule for the proposed plan amendment and zone change from Rural Residential to General Residential has found that the full development of the site to 227 single-family homes could result in the Oregon 126 at Huston Road intersection reaching the maximum allowable v/c ratio. While the worst-case development does not technically exceed the performance standard it is too close to ignore. The mitigation would be to lower the number of single-family dwellings and therefore peak hour trips.

However, since the owner is planning to develop the site as age-restricted (55+) housing with assisted living and congregate care facilities, that plan was analyzed as the mitigation. Since the potential for exceeding the performance standard occurred only in the designated horizon year, 2026, only that year is analyzed. The analysis shows that the Oregon 126 at Huston Road intersection will function within the performance standard.

Based on this analysis, we find that the proposed Zone Change from Rural Residential to General Residential, developed as age-restricted housing with assisted living and congregate care facilities, will result in no significant impact to the operation of the transportation system following the directives of OAR 660-012-0060(1):

(a) Change the functional classification of an existing or planned transportation facility; - **NO**

(b) Change standards implementing a functional classification system; - **NO**

(c) As measured by the end of the planning period identified in the adopted transportation system plan (TSP):

  (A) Allow land uses or levels of development that would result in types or levels of travel that are inconsistent with the functional classification of an existing or planned transportation facility; - **NO**

  (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan: - **NO**

  (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan: - **NO**

Therefore we recommend approval of the plan amendment and zone change conditioned on the proposed development of 140 units of age-restricted housing with 100 beds of assisted living and 100 units of congregate care facilities.

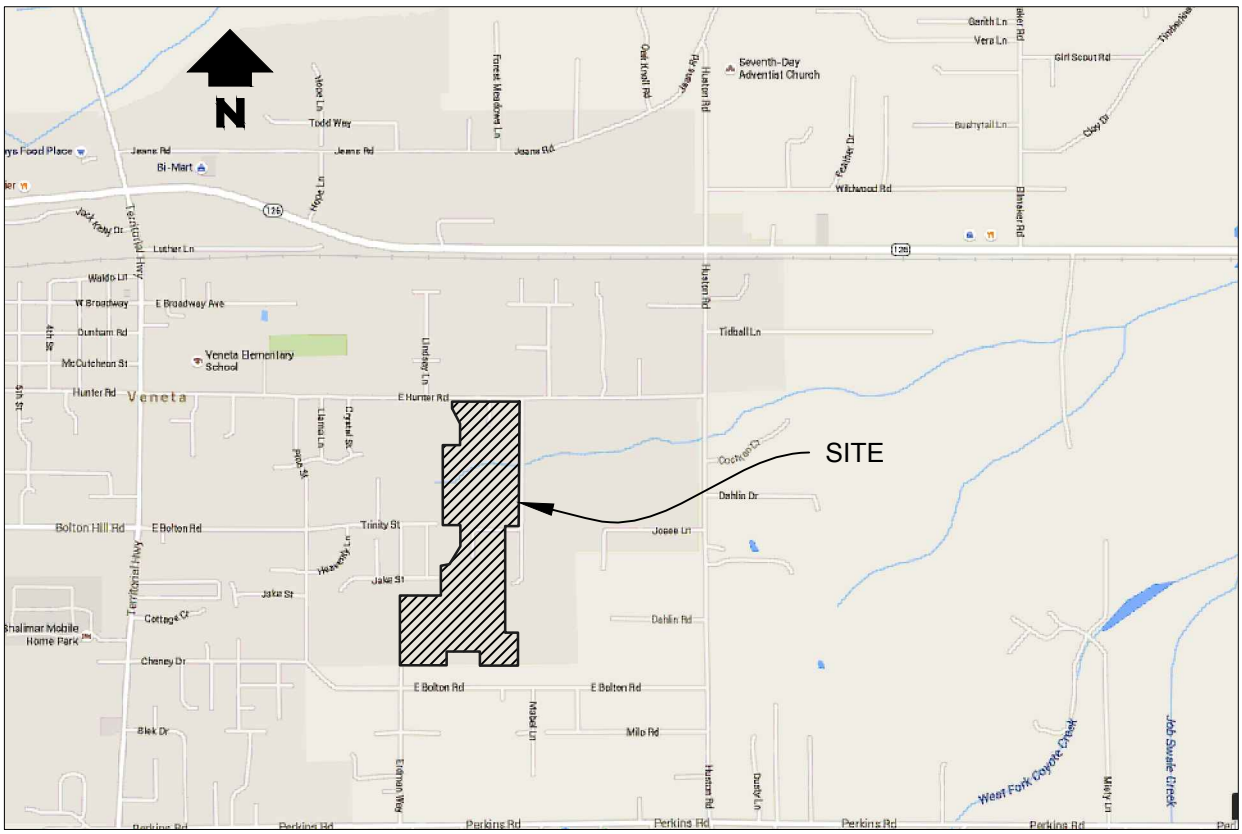
Appendix A

Figures

Figure 1

Sarto Village Zone Change Traffic Impact Study

Vicinity Map

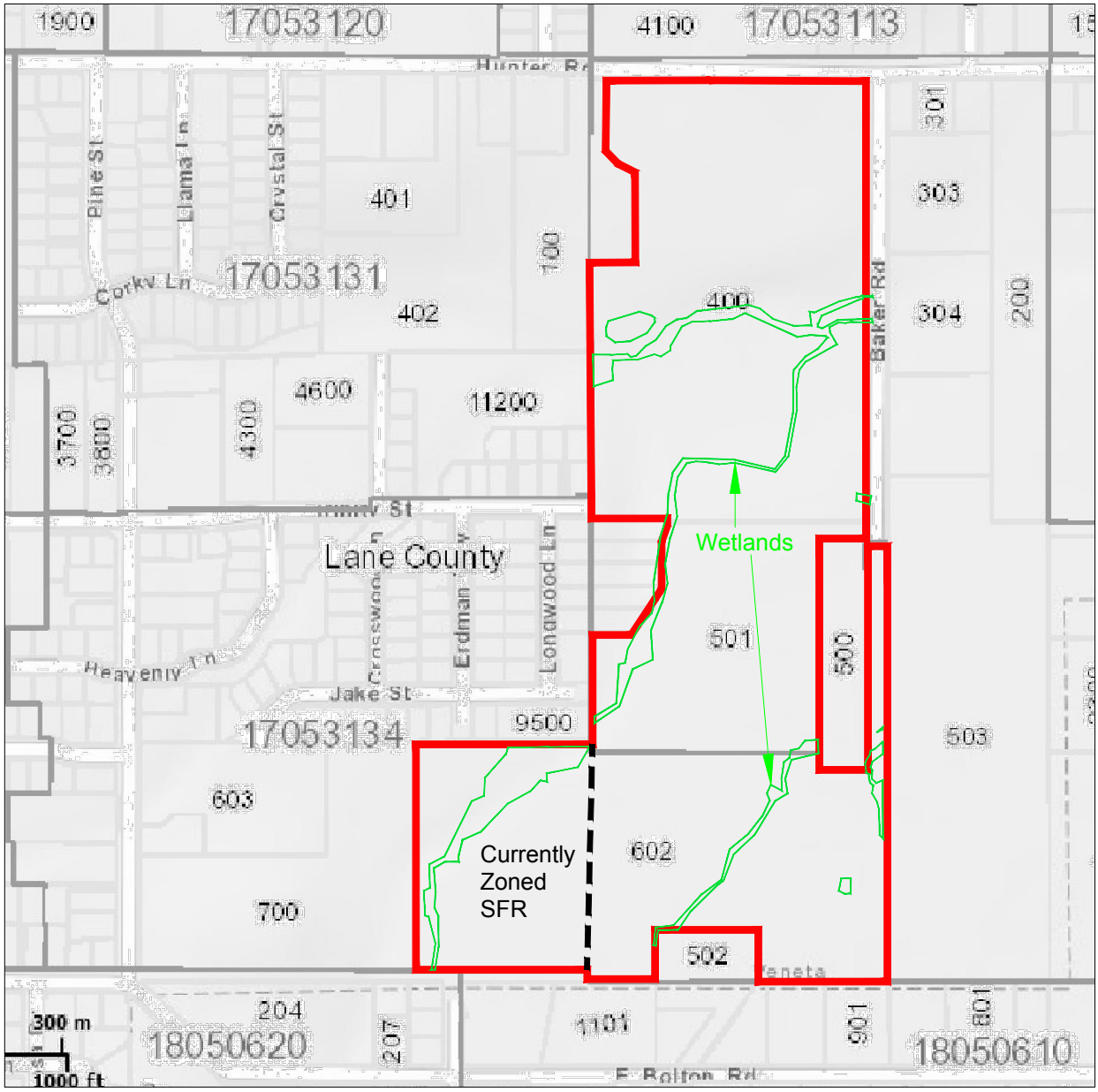


Access Engineering

Figure 2

Sarto Village Zone Change Traffic Impact Study

Site Plan



Access Engineering

Figure 3

Sarto Village Zone Change Traffic Impact Study

Existing DHV

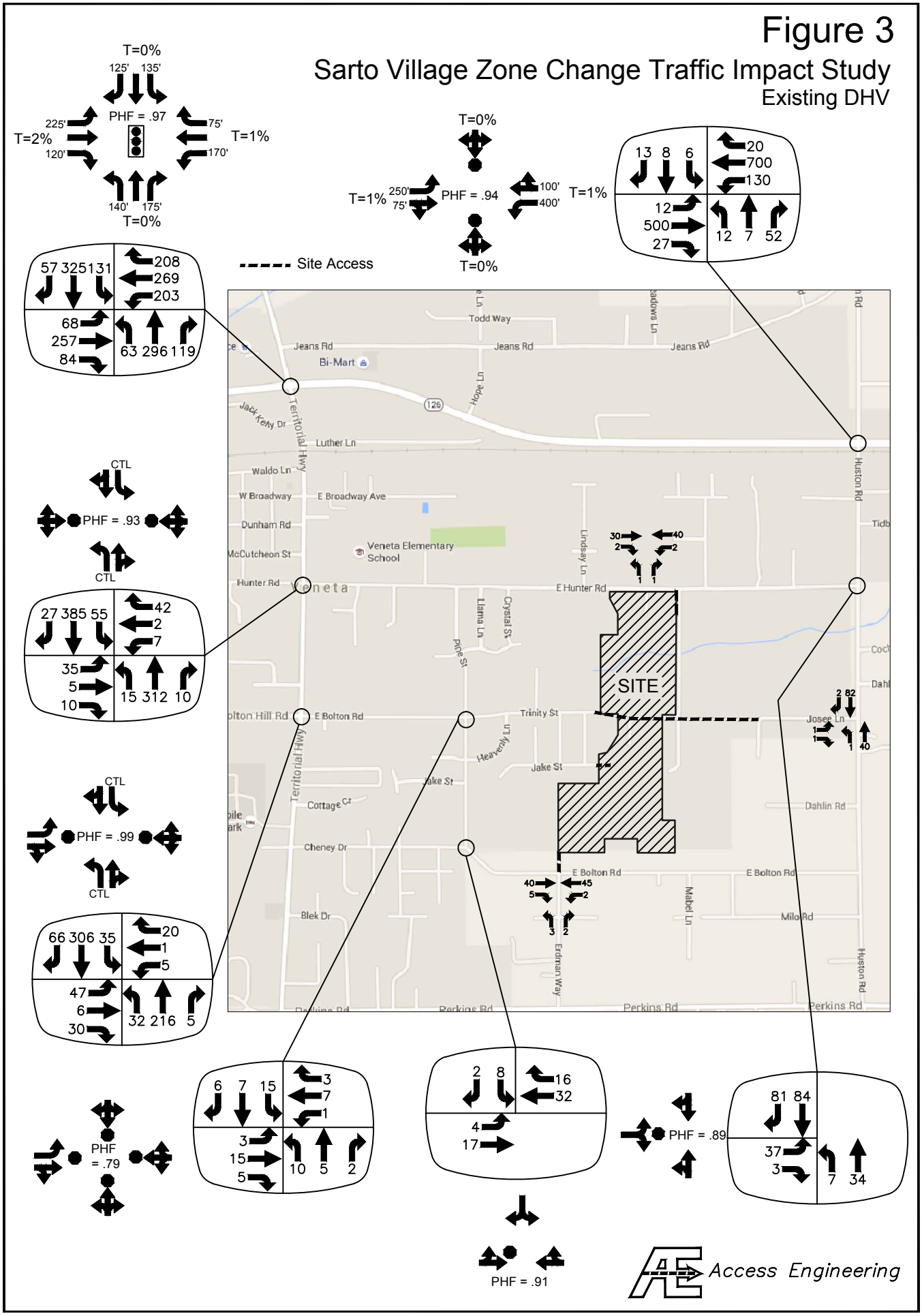
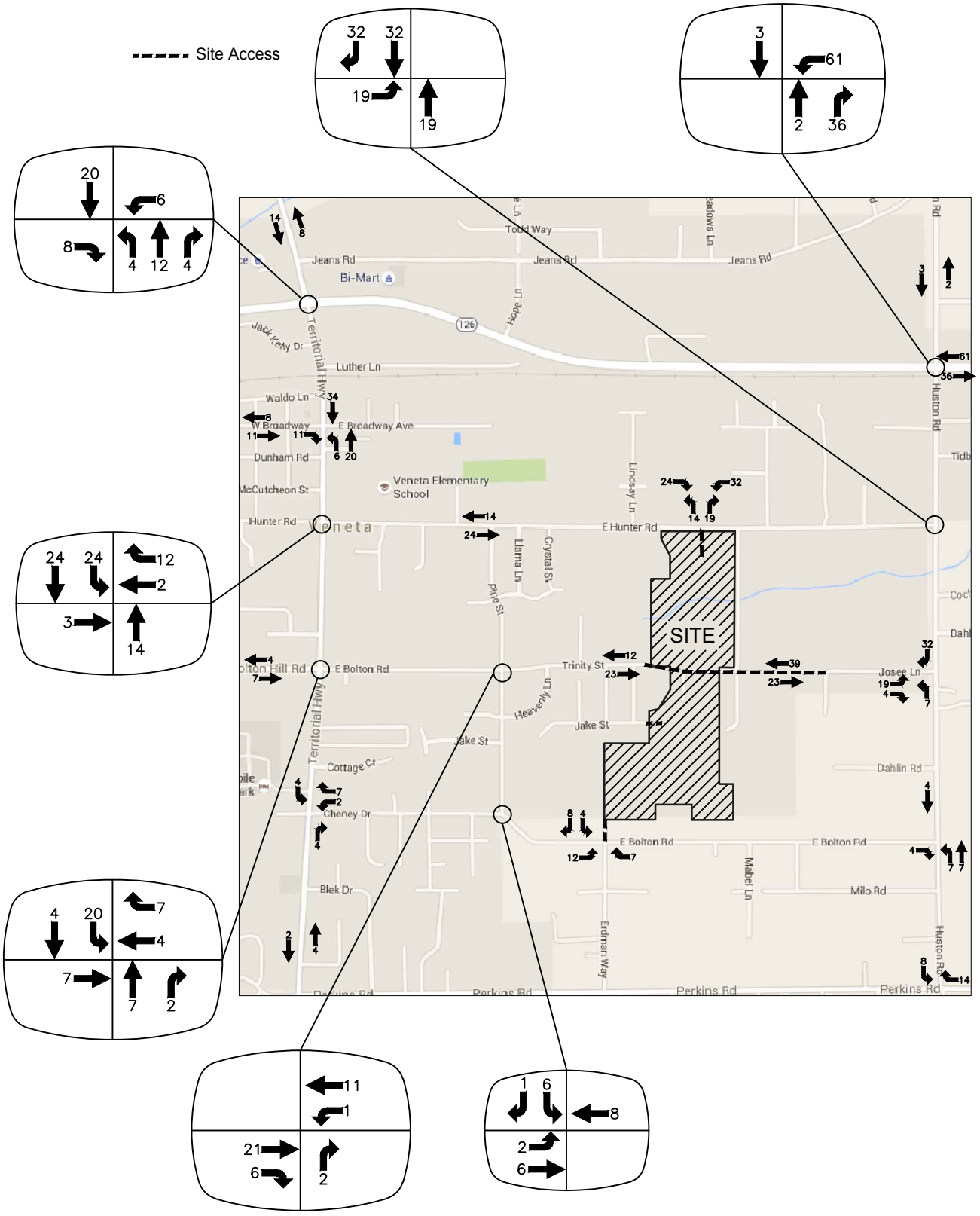


Figure 4

Sarto Village Zone Change Traffic Impact Study

Worst Case Trip Assingment

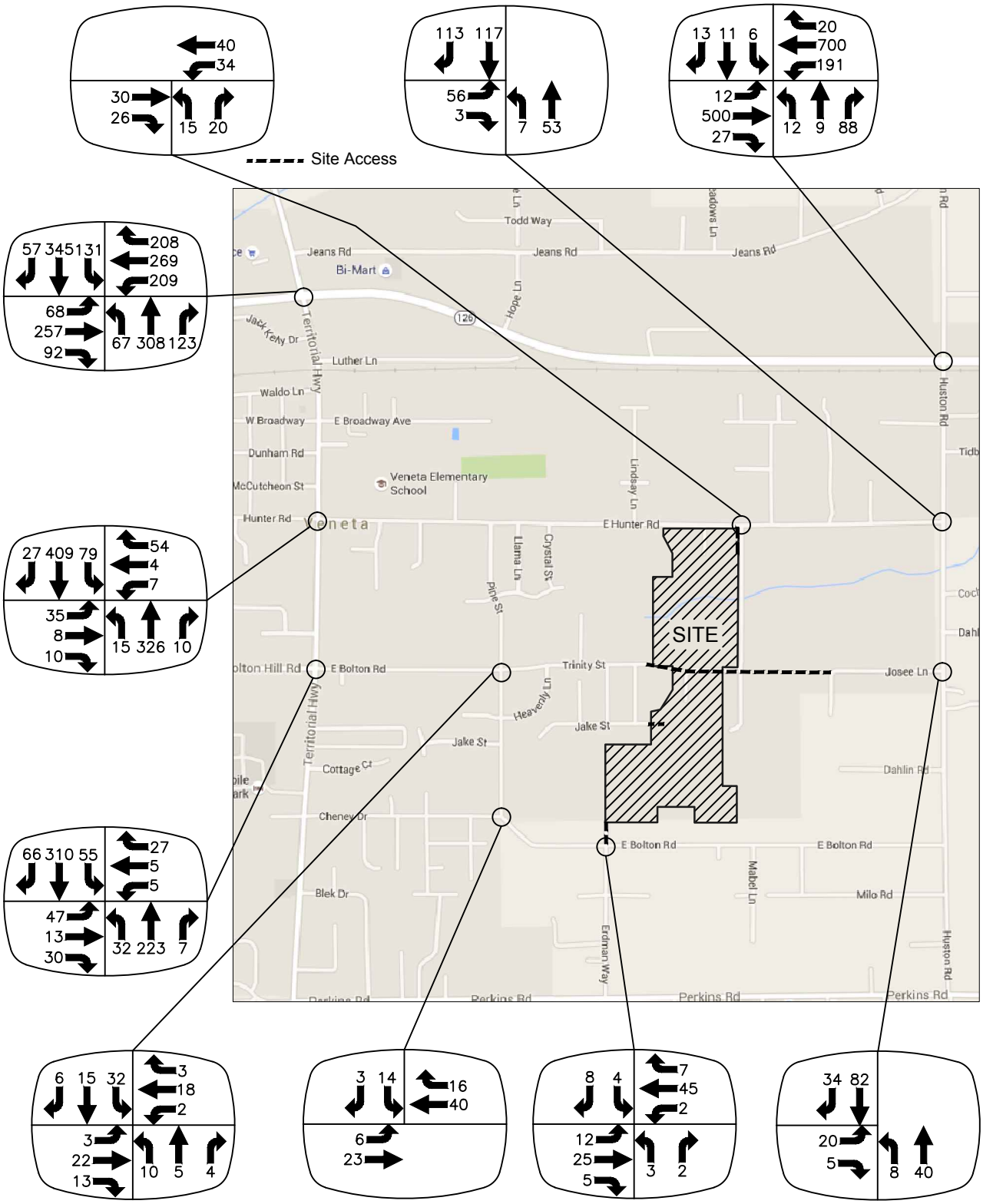


Access Engineering

Figure 5

Sarto Village Zone Change Traffic Impact Study

2016 Build



Access Engineering

Figure 6

Sarto Village Zone Change Traffic Impact Study

2026 DHV's

LEGEND

XX - No Build

(XX) - Build (where different)

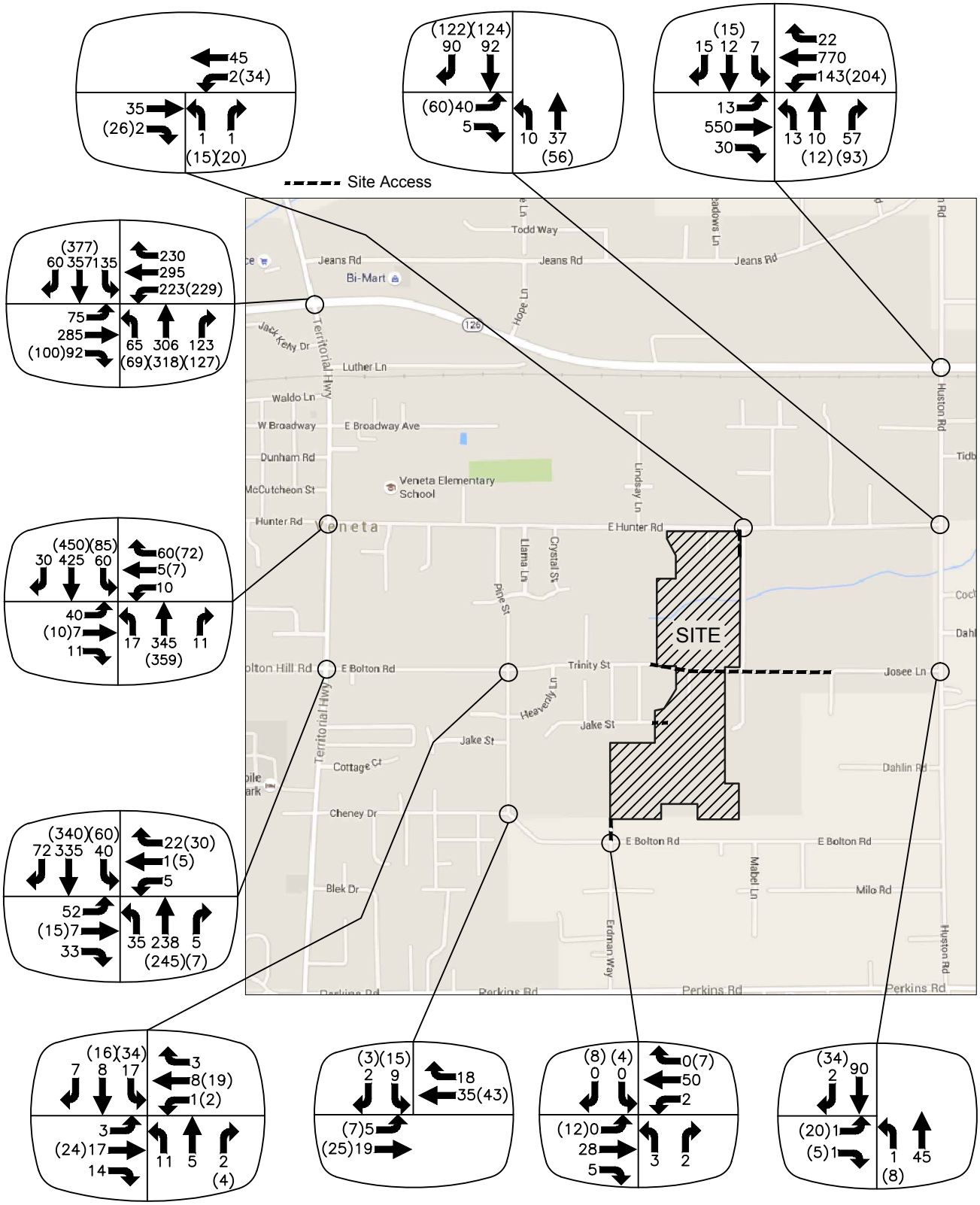


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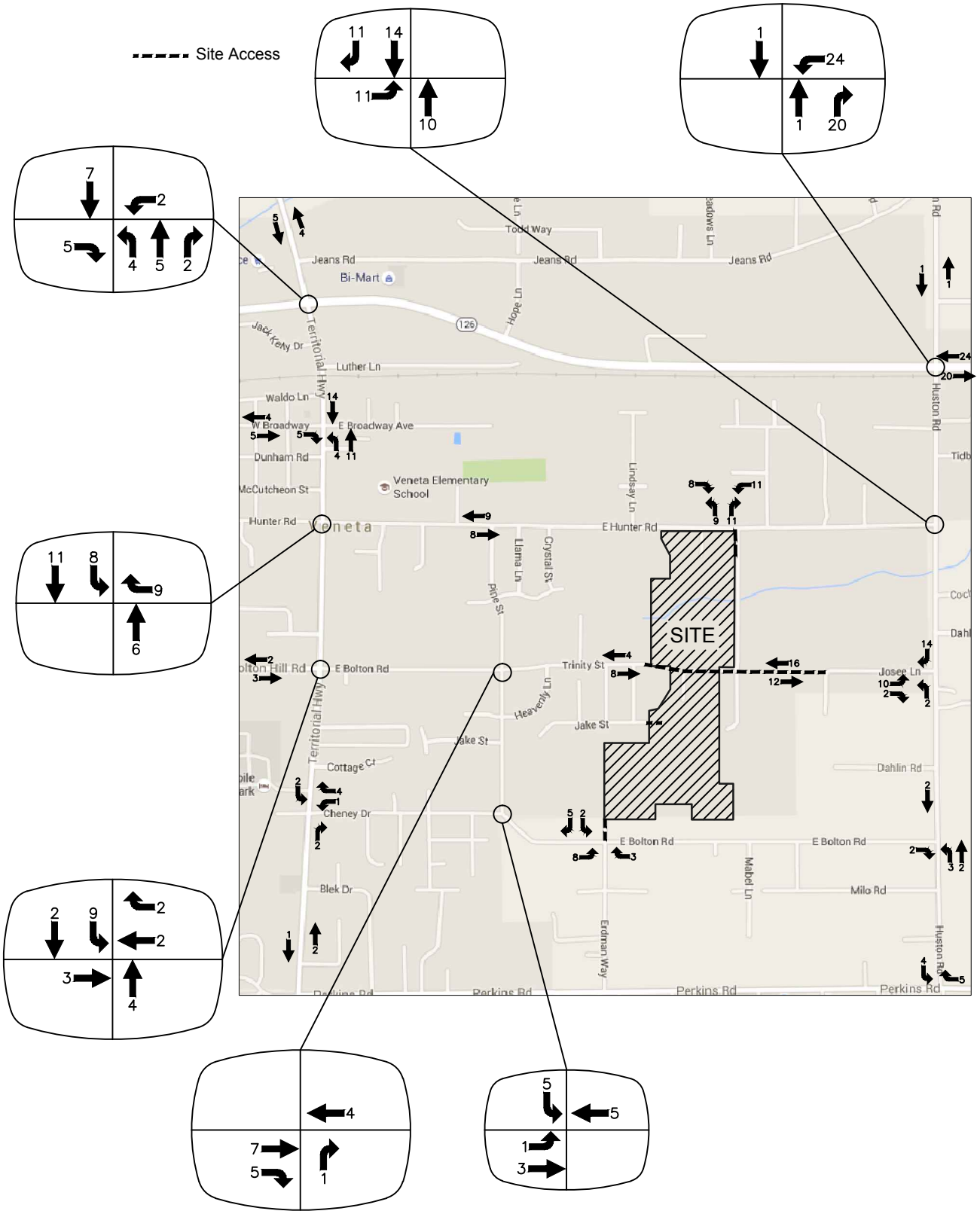
Figure 7

Sarto Village Zone Change Traffic Impact Study

Mitigation Trip Assingment



Access Engineering

Figure 8

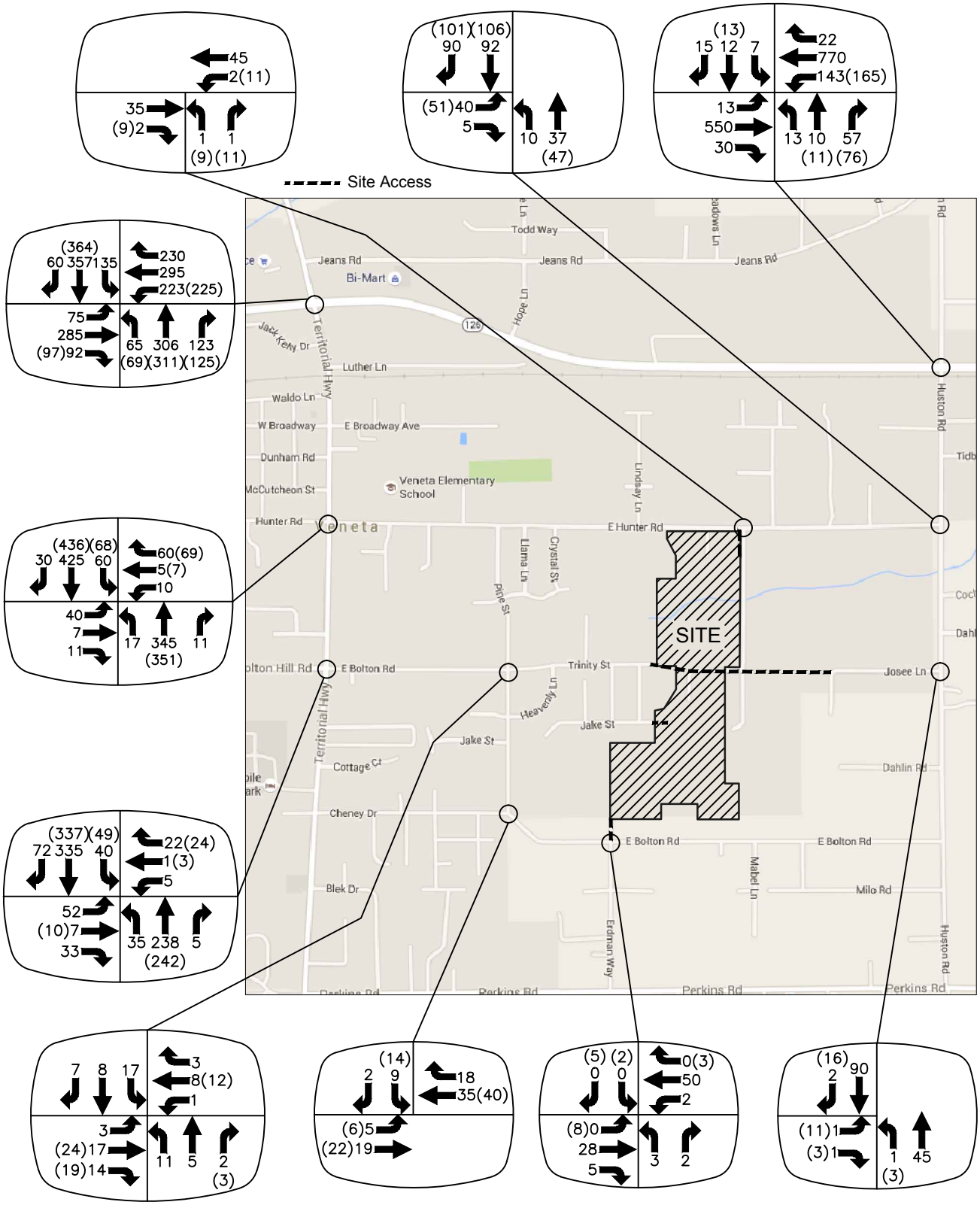
Sarto Village Zone Change Traffic Impact Study

2026 DHV's with Mitigation

LEGEND

XX - No Build

(XX) - Build Mitigation (where different)



Access Engineering

Appendix B

Traffic Data & Calculations

ACCESS ENGINEERING
Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **Territorial Hwy.** Counted By: **GTD**
E/W Street: **Oregon 126** Date: **3/29/16**

Time Period From-To PM	Northbound Territorial Hwy.					Southbound Territorial Hwy.					Eastbound Oregon 126					Westbound Oregon 126					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	6	54	17	**77**	0	19	71	7	**97**	0	10	53	22	**85**	2	55	47	42	**144**	1	403
3:45-4:00	15	56	21	**92**	0	27	53	16	**96**	1	14	42	24	**80**	2	31	62	38	**131**	0	399
Hour Total:	21	110	38	**169**	0	46	124	23	**193**	1	24	95	46	**165**	4	86	109	80	**275**	1	802
4:00-4:15	10	56	34	**100**	0	22	70	9	**101**	0	16	53	11	**80**	3	52	46	33	**131**	0	412
4:15-4:30	13	69	20	**102**	0	26	64	15	**105**	0	17	54	12	**83**	2	39	67	42	**148**	2	438
4:30-4:45	13	55	18	**86**	0	36	57	8	**101**	1	11	56	24	**91**	0	36	56	53	**145**	1	423
4:45-5:00	15	59	24	**98**	0	22	71	14	**107**	0	13	51	23	**87**	2	42	55	45	**142**	0	434
Hour Total:	51	239	96	**386**	0	106	262	46	**414**	1	57	214	70	**341**	7	169	224	173	**566**	3	1707
5:00-5:15	13	57	18	**88**	0	13	52	7	**72**	1	16	49	28	**93**	0	39	60	36	**135**	0	388
5:15-5:30	13	50	14	**77**	0	16	65	9	**90**	0	13	40	12	**65**	0	41	69	43	**153**	1	385
5:30-5:45	8	57	16	**81**	0	21	70	8	**99**	0	11	50	24	**85**	0	45	65	47	**157**	0	422
5:45-6:00	5	66	28	**99**	0	24	83	13	**120**	0	4	43	17	**64**	1	45	56	36	**137**	0	420
Hour Total:	39	230	76	**345**	0	74	270	37	**381**	1	44	182	81	**307**	1	170	250	162	**582**	1	1615
6:00-6:15	11	57	19	**87**	0	12	61	15	**88**	0	5	53	22	**80**	0	35	48	26	**109**	2	364
6:15-6:30	7	50	20	**77**	0	11	51	13	**75**	0	11	30	16	**57**	1	34	54	33	**121**	1	330
Hour Total:	18	107	39	**164**	0	23	112	28	**163**	0	16	83	38	**137**	1	69	102	59	**230**	3	694
Grand Total:	129	686	249	**1064**	0	249	768	134	**1151**	3	141	574	235	**950**	13	494	685	474	**1653**	8	4124
PM Peak Hr. 4:00-5:00	**51**	**239**	**96**	**386**	**0**	**106**	**262**	**46**	**414**	**1**	**57**	**214**	**70**	**341**	**7**	**169**	**224**	**173**	**566**	**3**	**1707**
PHF				**0.946**					**0.967**					**0.937**					**0.956**		**0.974**
% Trucks				**0%**					**0%**					**2%**					**1%**		
Seasonal Factor (x 1.24)											**Seasonal Factor (x 1.20)**										
Adj. PHV	**63**	**296**	**119**	**478**		**131**	**325**	**57**	**513**		**68**	**257**	**84**	**409**		**203**	**269**	**208**	**680**		**2080**

Pedestrians:
Peak Hour

1	**4:00-4:15**
1	**4:30-4:45**
2	**4:45-5:00**
2	5:00-5:15
1	5:30-5:45

1	3:30-3:45
3	3:45-4:00
3	**4:00-4:15**
4	**4:15-4:30**
10	**4:30-4:45**
5	**4:45-5:00**

2	5:00-5:15
3	5:15-5:30
4	5:30-5:45
3	5:45-6:00
6	6:00-6:15
8	6:15-6:30

2	**4:00-4:15**
2	**4:45-5:00**
1	**5:30-5:45**

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **Huston Road** | Counted By: **GTD**

E/W Street: **Oregon 126** | Date: **3/29/16**

Time Period From-To PM	Northbound Huston Road					Southbound Huston Road					Eastbound Oregon 126					Westbound Oregon 126					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	0	0	7	**7**	0	3	2	5	**10**	0	1	92	6	**99**	2	17	136	7	**160**	1	276
3:45-4:00	3	3	9	**15**	0	1	0	5	**6**	0	3	105	1	**109**	1	27	163	4	**194**	1	324
Hour Total:	3	3	16	**22**	0	4	2	10	**16**	0	4	197	7	**208**	3	44	299	11	**354**	2	600
4:00-4:15	1	3	10	**14**	0	2	2	1	**5**	0	2	108	9	**119**	3	17	126	2	**145**	0	283
4:15-4:30	3	1	14	**18**	0	2	4	3	**9**	0	2	96	3	**101**	2	31	162	4	**197**	2	325
4:30-4:45	3	0	12	**15**	0	1	1	3	**5**	0	3	106	7	**116**	0	20	133	5	**158**	1	294
4:45-5:00	2	1	9	**12**	0	4	1	2	**7**	0	3	93	4	**100**	2	35	154	3	**192**	0	311
Hour Total:	9	5	45	**59**	0	9	8	9	**26**	0	10	403	23	**436**	7	103	575	14	**692**	3	1213
5:00-5:15	4	2	11	**17**	0	4	2	2	**8**	0	0	83	5	**88**	0	32	136	5	**173**	0	286
5:15-5:30	4	1	8	**13**	0	1	2	4	**7**	0	0	73	6	**79**	0	43	162	6	**211**	1	310
5:30-5:45	4	3	9	**16**	0	2	3	3	**8**	0	0	88	2	**90**	0	31	166	7	**204**	0	318
5:45-6:00	2	2	8	**12**	0	1	2	3	**6**	0	3	90	5	**98**	1	22	132	7	**161**	0	277
Hour Total:	14	8	36	**58**	0	8	9	12	**29**	0	3	334	18	**355**	1	128	596	25	**749**	1	1191
6:00-6:15	2	2	7	**11**	0	2	2	3	**7**	0	2	83	11	**96**	0	35	128	9	**172**	2	286
6:15-6:30	2	1	10	**13**	0	3	1	4	**8**	0	4	68	4	**76**	1	37	125	2	**164**	1	261
Hour Total:	4	3	17	**24**	0	5	3	7	**15**	0	6	151	15	**172**	1	72	253	11	**336**	3	547
Grand Total:	30	19	114	**163**	0	26	22	38	**86**	0	23	1085	63	**1171**	12	347	1723	61	**2131**	9	3004
PM Peak Hr.																					
3:45-4:45	**10**	**7**	**45**	**62**	**0**	**6**	**7**	**12**	**25**	**0**	**10**	**415**	**20**	**445**	**6**	**95**	**584**	**15**	**694**	**4**	**1226**
PHF				**0.861**					**0.694**					**0.935**					**0.881**		**0.943**
% Trucks				**0%**					**0%**					**1%**					**1%**		
Seasonal Factor (x 1.06)											**Seasonal Factor (x 1.20)**										
Adj. PHV	**11**	**7**	**48**	**66**		**6**	**7**	**13**	**26**		**12**	**498**	**24**	**534**		**114**	**701**	**18**	**833**		**1459**

Pedestrians: **1** **5:45-6:00**

Peak Hour

2	**4:30-4:45**
2	**4:45-5:00**

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **Territorial Hwy.**
E/W Street: **Hunter Road**

Counted By: **GTD**
Date: **3/30/16**

Time Period From-To PM	Northbound Territorial Hwy.					Southbound Territorial Hwy.					Eastbound Hunter Road					Westbound Hunter Road					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	4	54	5	**63**		6	66	3	**75**		1	3	4	**8**		0	0	9	**9**		155
3:45-4:00	6	61	2	**69**		10	79	7	**96**		6	1	0	**7**		1	1	8	**10**		182
Period Total:	10	115	7	**132**	0	16	145	10	**171**	0	7	4	4	**15**	0	1	1	17	**19**	0	337
4:00-4:15	2	70	1	**73**		15	88	6	**109**		4	1	2	**7**		2	1	13	**16**		205
4:15-4:30	3	66	1	**70**		10	65	7	**82**		6	1	2	**9**		4	1	4	**9**		170
4:30-4:45	4	65	1	**70**		10	90	7	**107**		9	0	1	**10**		0	0	13	**13**		200
4:45-5:00	3	63	4	**70**		11	83	3	**97**		10	2	3	**15**		0	0	6	**6**		188
Hour Total:	12	264	7	**283**	0	46	326	23	**395**	0	29	4	8	**41**	0	6	2	36	**44**	0	763
5:00-5:15	4	63	1	**68**		12	89	6	**107**		2	0	1	**3**		0	1	9	**10**		188
5:15-5:30	5	59	0	**64**		11	85	6	**102**		2	0	2	**4**		3	1	10	**14**		184
Period Total:	9	122	1	**132**	0	23	174	12	**209**	0	4	0	3	**7**	0	3	2	19	**24**	0	372
Grand Total:	31	501	15	**547**	0	85	645	45	**775**	0	40	8	15	**63**	0	10	5	72	**87**	0	1472
PM Peak Hr. 4:00-5:00	**12**	**264**	**7**	**283**	**0**	**46**	**326**	**23**	**395**	**0**	**29**	**4**	**8**	**41**	**0**	**6**	**2**	**36**	**44**	**0**	**763**
PHF				**0.969**					**0.906**					**0.683**					**0.688**		**0.930**
% Trucks				**0%**					**0%**					**0%**					**0%**		
Seasonal Factor (x 1.18)																					
Adj. PHV	**14**	**312**	**8**	**334**		**54**	**385**	**27**	**466**		**34**	**5**	**9**	**48**		**7**	**2**	**42**	**51**		**899**

Pedestrians:	3	3:45-4:00	4	3:30-3:45	5	3:30-3:45	**1**	**4:15-4:30**
Peak Hour	**2**	**4:00-4:15**	5	3:45-4:00	2	3:45-4:00		
	6	**4:15-4:30**	**2**	**4:15-4:30**	**6**	**4:15-4:30**		
	3	5:00-5:15	**5**	**4:30-4:45**	**2**	**4:30-4:45**		
			5	**4:45-5:00**	**5**	**4:45-5:00**		
			3	5:00-5:15	1	5:00-5:15		
			5	5:15-5:30	4	5:15-5:30		

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **Territorial Hwy.**
E/W Street: **Bolton Hill Road/E. Bolton Road**

Counted By: **GTD**
Date: **3/30/16**

Time Period From-To PM	Northbound Territorial Hwy.					Southbound Territorial Hwy.					Eastbound Bolton Hill Road					Westbound E. Bolton Road					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	2	44	2	**48**	0	6	48	10	**64**	0	10	2	5	**17**	0	1	1	2	**4**	0	133
3:45-4:00	4	40	1	**45**	0	5	56	15	**76**	0	11	0	4	**15**	0	0	4	7	**11**	0	147
Period Total:	6	84	3	**93**	0	11	104	25	**140**	0	21	2	9	**32**	0	1	5	9	**15**	0	280
4:00-4:15	10	51	0	**61**	0	4	73	12	**89**	0	9	0	2	**11**	0	0	1	9	**10**	0	171
4:15-4:30	7	51	1	**59**	0	3	57	14	**74**	0	10	0	2	**12**	0	0	3	1	**4**	0	149
4:30-4:45	8	48	0	**56**	0	10	55	19	**84**	0	10	3	3	**16**	0	1	0	4	**5**	0	161
4:45-5:00	6	49	2	**57**	0	9	66	7	**82**	0	9	1	8	**18**	0	1	0	3	**4**	0	161
Hour Total:	31	199	3	**233**	0	26	251	52	**329**	0	38	4	15	**57**	0	2	4	17	**23**	0	642
5:00-5:15	7	42	1	**50**	0	8	72	5	**85**	0	10	0	8	**18**	0	1	0	7	**8**	0	161
5:15-5:30	6	44	1	**51**	0	2	66	25	**93**	0	11	1	6	**18**	0	1	0	1	**2**	0	164
Period Total:	13	86	2	**101**	0	10	138	30	**178**	0	21	1	14	**36**	0	2	0	8	**10**	0	325
Grand Total:	50	369	8	**427**	0	47	493	107	**647**	0	80	7	38	**125**	0	5	9	34	**48**	0	1247
PM Peak Hr. 4:30-5:30	**27**	**183**	**4**	**214**	**0**	**29**	**259**	**56**	**344**	**0**	**40**	**5**	**25**	**70**	**0**	**4**	**0**	**15**	**19**	**0**	**647**
PHF				**0.939**					**0.925**					**0.972**					**0.594**		**0.986**
% Trucks				**0%**					**0%**					**0%**					**0%**		
Seasonal Factor (x 1.18)																					
Adj. PHV	**32**	**216**	**5**	**253**		**34**	**306**	**66**	**406**		**47**	**6**	**30**	**83**		**5**	**0**	**18**	**23**		**765**

Pedestrians:

	2	3:45-4:00
Peak Hour	**2**	**4:00-4:15**
	1	5:15-5:30

2	3:30-3:45
1	3:45-4:00
2	**4:15-4:30**
2	**4:30-4:45**
1	**4:45-5:00**
1	5:00-5:15
2	5:15-5:30

2	3:45-4:00
1	**4:00-4:15**
1	**4:30-4:45**
2	5:00-5:15

1	**4:00-4:15**

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **E. Bolton Road/Pine Street**
E/W Street: **E. Bolton Road/Trinity Street**

Counted By: **GTD**
Date: **3/30/16**

Time Period From-To PM	Northbound E. Bolton Road					Southbound Pine Street					Eastbound E. Bolton Road					Westbound Trinity Street					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	2	1	0	**3**	0	0	1	0	**1**	0	2	3	4	**9**	0	0	2	0	**2**	0	15
3:45-4:00	4	1	0	**5**	0	1	0	2	**3**	0	0	2	1	**3**	0	0	3	1	**4**	0	15
Period Total:	6	2	0	**8**	0	1	1	2	**4**	0	2	5	5	**12**	0	0	5	1	**6**	0	30
4:00-4:15	5	2	0	**7**	0	2	4	1	**7**	0	0	2	0	**2**	0	1	2	1	**4**	0	20
4:15-4:30	1	0	0	**1**	0	5	0	1	**6**	0	1	2	0	**3**	0	0	3	0	**3**	0	13
4:30-4:45	0	2	1	**3**	0	4	2	2	**8**	0	1	5	3	**9**	0	0	2	1	**3**	0	23
4:45-5:00	3	0	1	**4**	0	2	1	2	**5**	0	1	4	2	**7**	0	0	0	1	**1**	0	17
Hour Total:	9	4	2	**15**	0	13	7	6	**26**	0	3	13	5	**21**	0	1	7	3	**11**	0	73
5:00-5:15	3	1	0	**4**	0	1	1	2	**4**	0	2	3	2	**7**	0	0	0	0	**0**	0	15
5:15-5:30	0	0	1	**1**	0	3	1	2	**6**	0	1	2	1	**4**	0	0	2	2	**4**	0	15
Period Total:	3	1	1	**5**	0	4	2	4	**10**	0	3	5	3	**11**	0	0	2	2	**4**	0	30
Grand Total:	18	7	3	**28**	0	18	10	12	**40**	0	8	23	13	**44**	0	1	14	6	**21**	0	133
PM Peak Hr. 4:00-5:00	**9**	**4**	**2**	**15**	**0**	**13**	**7**	**6**	**26**	**0**	**3**	**13**	**5**	**21**	**0**	**1**	**7**	**3**	**11**	**0**	**73**
PHF				**0.536**					**0.813**					**0.583**					**0.688**		**0.793**
% Trucks				**0%**					**0%**					**0%**					**0%**		
Seasonal Factor (x 1.06)																					
Adj. PHV	**10**	**4**	**2**	**16**		**14**	**7**	**6**	**27**		**3**	**14**	**5**	**22**		**1**	**7**	**3**	**11**		**76**

Pedestrians:	1	3:30-3:45	2	5:15-5:30	4	3:30-3:45
Peak Hour	**4**	**4:15-4:30**			1	3:45-4:00
					1	**4:00-4:15**
					1	**4:45-5:00**

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: **E Bolton Road** | Counted By: **GTD**

E/W Street: **Cheney Drive/E.Bolton Road** | Date: **3/31/16**

Time Period From-To PM	Northbound					Southbound E Bolton Road					Eastbound Cheney Drive					Westbound E. Bolton Road					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45				**0**			4	0	**4**		2		3	**5**		4	1		**5**		14
3:45-4:00				**0**			1	2	**3**		1		5	**6**		0	1		**1**		10
Period Total:	0	0	0	**0**	0	0	5	2	**7**	0	3	0	8	**11**	0	4	2	0	**6**	0	24
4:00-4:15				**0**			1	0	**1**		0		2	**2**		1	4		**5**		8
4:15-4:30				**0**			3	1	**4**		1		3	**4**		1	4		**5**		13
4:30-4:45				**0**			1	1	**2**		0		3	**3**		9	3		**12**		17
4:45-5:00				**0**			3	1	**4**		2		3	**5**		5	4		**9**		18
Hour Total:	0	0	0	**0**	0	0	8	3	**11**	0	3	0	11	**14**	0	16	15	0	**31**	0	56
5:00-5:15				**0**			3	0	**3**		2		3	**5**		7	5		**12**		20
5:15-5:30				**0**			1	0	**1**		0		7	**7**		9	4		**13**		21
Period Total:	0	0	0	**0**	0	0	4	0	**4**	0	2	0	10	**12**	0	16	9	0	**25**	0	41
Grand Total:	0	0	0	**0**	0	0	17	5	**22**	0	8	0	29	**37**	0	36	26	0	**62**	0	121
PM Peak Hr. 4:30-5:30	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**10**	**0**	**4**	**0**	**16**	**20**	**0**	**30**	**16**	**0**	**46**	**0**	**76**
PHF				**N/A**					**0.625**					**0.714**					**0.885**		**0.905**
% Trucks									**0%**					**0%**					**0%**		
Seasonal Factor (x 1.06)																					
Adj. PHV	**0**	**0**	**0**	**0**		**0**	**8**	**2**	**10**		**4**	**0**	**17**	**21**		**32**	**17**	**0**	**49**		**80**

Pedestrians: None | 3 4:15-4:30 | None | None

Peak Hour

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

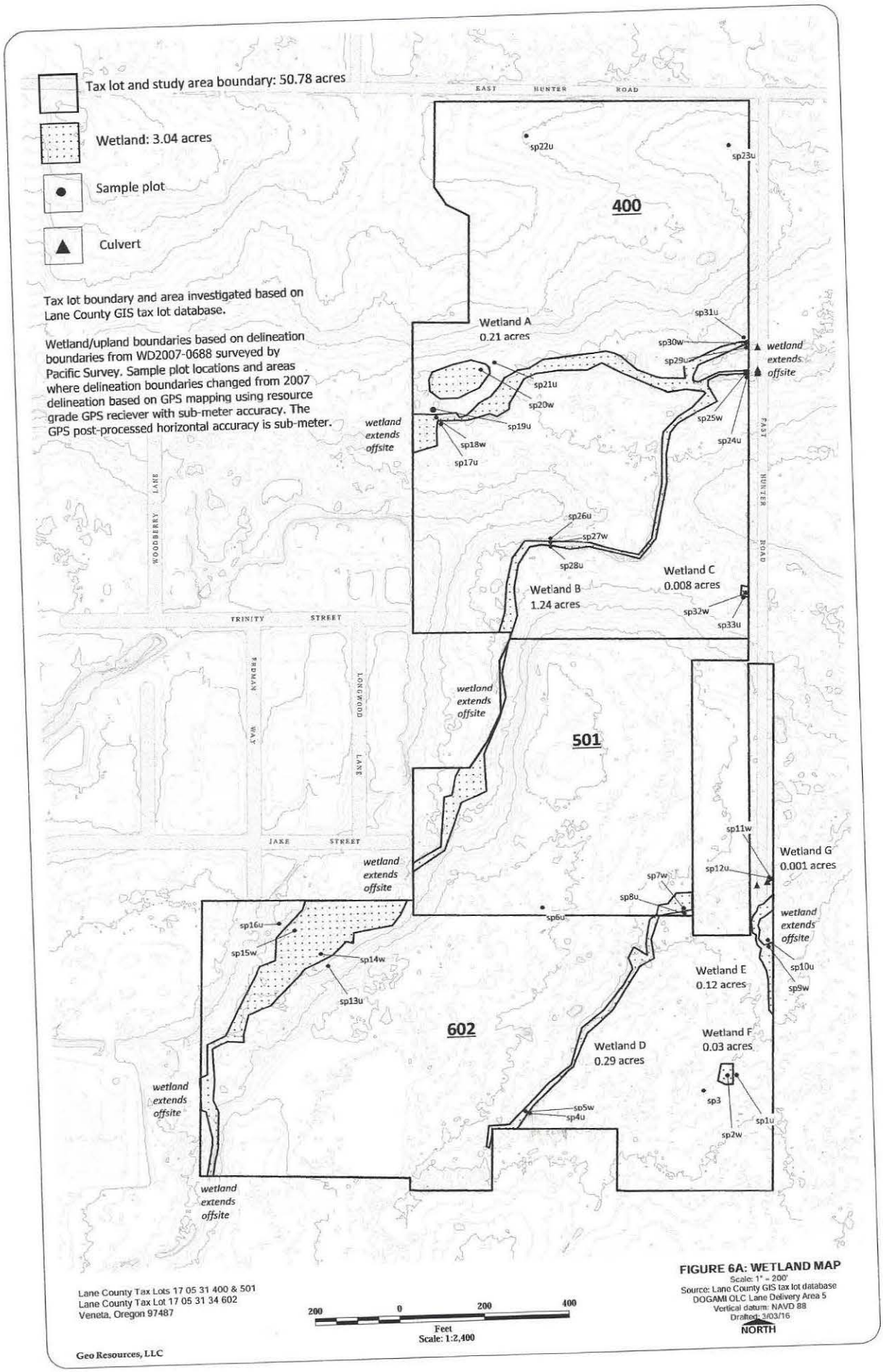
N/S Street: **Huston Road** Counted By: **GTD**

E/W Street: **Hunter Road** Date: **3/31/16**

Time Period From-To PM	Northbound Huston Road					Southbound Huston Road					Eastbound Hunter Road					Westbound Hunter Road					ALL
	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	
3:30-3:45	0	8		**8**			18	3	**21**		4		1	**5**					**0**		34
3:45-4:00	4	7		**11**			8	13	**21**		2		2	**4**					**0**		36
Period Total:	4	15	0	**19**	0	0	26	16	**42**	0	6	0	3	**9**	0	0	0	0	**0**	0	70
4:00-4:15	2	9		**11**			16	11	**27**		7		2	**9**					**0**		47
4:15-4:30	0	9		**9**			9	15	**24**		5		2	**7**					**0**		40
4:30-4:45	1	8		**9**			22	20	**42**		8		1	**9**					**0**		60
4:45-5:00	2	6		**8**			21	17	**38**		5		0	**5**					**0**		51
Hour Total:	5	32	0	**37**	0	0	68	63	**131**	0	25	0	5	**30**	0	0	0	0	**0**	0	198
5:00-5:15	3	8		**11**			22	17	**39**		12		1	**13**					**0**		63
5:15-5:30	1	10		**11**			19	27	**46**		10		1	**11**					**0**		68
Period Total:	4	18	0	**22**	0	0	41	44	**85**	0	22	0	2	**24**	0	0	0	0	**0**	0	131
Grand Total:	13	65	0	**78**	0	0	135	123	**258**	0	53	0	10	**63**	0	0	0	0	**0**	0	399
PM Peak Hr.																					
4:30-5:30	**7**	**32**	**0**	**39**	**0**	**0**	**84**	**81**	**165**	**0**	**35**	**0**	**3**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**242**
PHF				**0.886**					**0.897**					**0.731**					**N/A**		**0.890**
% Trucks				**0%**					**0%**					**0%**							
Seasonal Factor (x 1.06)																					
Adj. PHV	**7**	**34**	**0**	**41**		**0**	**89**	**86**	**175**		**37**	**0**	**3**	**40**		**0**	**0**	**0**	**0**		**256**

Pedestrians: None None None None

Peak Hour


Tax lot and study area boundary: 50.78 acres
Wetland: 3.04 acres
Sample plot
Culvert
Tax lot boundary and area investigated based on Lane County GIS tax lot database.
Wetland/upland boundaries based on delineation boundaries from WD2007-0688 surveyed by Pacific Survey. Sample plot locations and areas where delineation boundaries changed from 2007 delineation based on GPS mapping using resource grade GPS reciever with sub-meter accuracy. The GPS post-processed horizontal accuracy is sub-meter.
EAST HUNTER ROAD
400
501
602
Wetland A
0.21 acres
Wetland B
1.24 acres
Wetland C
0.008 acres
Wetland D
0.29 acres
Wetland E
0.12 acres
Wetland F
0.03 acres
Wetland G
0.001 acres
wetland extends offsite
TRINITY STREET
JAKE STREET
WOODBERRY LANE
FRIDAY WAY
LONGWOOD LANE
EAST HUNTER ROAD
sp1u
sp2w
sp3
sp4u
sp5w
sp6u
sp7w
sp8u
sp9w
sp10u
sp11w
sp12u
sp13u
sp14w
sp15w
sp16u
sp17u
sp18w
sp19u
sp20w
sp21u
sp22u
sp23u
sp24u
sp25w
sp26u
sp27w
sp28u
sp29u
sp30w
sp31u
sp32w
sp33u
Lane County Tax Lots 17 05 31 400 & 501
Lane County Tax Lot 17 05 31 34 602
Veneta, Oregon 97487
200 0 200 400
Feet
Scale: 1:2,400
FIGURE 6A: WETLAND MAP
Scale: 1" = 200'
Source: Lane County GIS tax lot database
DOGAMI OLC Lane Delivery Area 5
Vertical datum: NAVD 88
Drafted: 3/03/16
NORTH
Geo Resources, LLC

Sarto Village Zone Change

Seasonal Factor Calculation

ATR # 20-005 (Noti) OR 126 MP 43.86; 3.06 miles west of Territorial Highway

Oregon 126	2014	2013	2012	2011	2010	Average	Factor
Peak Month (July or August)	118	118	119	116	117	117.67	1.20
Count Month (March/April)	91	92	103	102	100	98.00	

ATR # 20-023 (Fern Ridge) Territorial Hwy. MP 13.54; 5.97 miles north of Oregon 126

Territorial Highway North of Ore. 126	2014	2013	2012	2011	2010	Average	Factor
Peak Month (July)	118	117	117	117	118	117.33	1.24
Count Month (March/April)	98	99	87	93	92	94.33	

Source: ATR Trend Summaries 2010-2014, ODOT Transportation Development

Seasonal Trend Table 2014

	Trend	Mar 15	Apr 1	Mar 30	Peak	Factor	Average
Territorial Hwy south of Oregon 126	**Commute**	0.9838	0.9651	0.9673	0.9136	**1.059**	1.18
	Summer	1.0838	1.0548	1.0582	0.8101	**1.306**	
City Streets & Huston Road	**Commute**	0.9838	0.9651	0.9663	0.9136	**1.06**	

Source: 2014 Seasonal Trend Table, ODOT Transportation Development

Growth Rate Calculations

Oregon 126

Location	M.P.	2012	2034	RSQ	22 Year Factor	Annual Rate
ATR # 20-005 (Noti)	**43.86**	**5700**	**6800**	**0.2928**	**1.193**	**0.88%**
0.05 mile East of 8th St.	46.56	6500	6700	0.4503	1.031	0.14%
0.10 miles east of Territorial Hwy	47.02	12400	13700	0.5190	1.105	0.48%
0.13 miles east of Huston Road	**47.97**	**13100**	**16000**	**0.7350**	**1.221**	**1.01%**
Average						**1.00%**
Annual Growth Rate:	**1.00%**					
Annual Growth Factor	1.010					
Years	10					
Growth Factor	**1.100**					

Territorial Road

Location	M.P.	2012	2034	RSQ	22 Year Factor	Annual Rate	
0.02 miles south of Suttle Road	**18.68**	**7600**	**8000**	**0.0315**	**1.053**	**0.26%**	
0.02 miles south of Oregon 126	**19.51**	**10000**	**10200**	**0.1009**	**1.020**	**0.10%**	
0.02 miles south of Broadway	**19.72**	**9000**	**10200**	**0.5852**	**1.133**	**0.67%**	**0.34%**
0.02 miles south of Hunter Road	**19.89**	**7100**	**8100**	**0.4813**	**1.141**	**0.70%**	
0.02 miles north of Bolton Hill Road	**20.10**	**6500**	**8100**	**0.6850**	**1.246**	**1.23%**	
0.02 miles south of Bolton Hill Road	**20.14**	**5300**	**6400**	**0.8079**	**1.208**	**1.04%**	**0.99%**

	North of Broadway	South of Broadway
Average		
Annual Growth Rate:	0.34%	0.99%
Annual Growth Factor	1.003	1.010
Years	10	10
Growth Factor	**1.034**	**1.100**

Source: 2034 Future Volumes Table, ODOT Transportation Planning & Analysis Unit

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis

Major Street:	Oregon 126	**Minor Street:**	Huston Road
Project:	Sarto Village Zone Change	**City/County:**	Veneta/Lane
Year:	2016	**Alternative:**	Build Max. Residential

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on Major Street approaching from both directions		ADT on Minor Street, highest approching volume	
Major Street	Minor Street	% of Standard Warrants 100	70	% of Standard Warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)

	100 % of standard warrants
X	70 % of standard warrants

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case	Major	1	6,200	14,500	
A	Minor	1	1,850	210	**NO**
Case	Major	1	9,300	14,500	
B	Minor	1	950	210	**NO**

Analyst and Date:	cmw 4/7/16	Reviewer and Date:	mcw 4/17/16

NB RT discount for shared left-thru-right lane:

85% of shared lane capacity= 0.85*207=176

RT discount= 88-176=0

LT+Th+RT= 12+9+0=21/0.1= **210**

Access Engineering

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis

Major Street:	Oregon 126	**Minor Street:**	Huston Road
Project:	Sarto Village Zone Change	**City/County:**	Veneta/Lane
Year:	2026	**Alternative:**	Build Max. Residential

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on Major Street approaching from both directions		ADT on Minor Street, highest approching volume	
Major Street	Minor Street	% of Standard Warrants 100	70	% of Standard Warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)

	100 % of standard warrants
X	70 % of standard warrants

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case	Major	1	6,200	15,700	
A	Minor	1	1,850	250	**NO**
Case	Major	1	9,300	15,700	
B	Minor	1	950	250	**NO**

Analyst and Date:	cmw 4/7/16	Reviewer and Date:	mcw 4/17/16

NB RT discount for shared left-thru-right lane:

85% of shared lane capacity= 0.85*151=128

RT discount= 93-128=0

LT+Th+RT= 13+12+0=25/0.1= **250**

Access Engineering

Appendix C

Crash Data

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

200: TERRITORIAL

Highway 200 MAINLINE, MP 19.44 to 19.54 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

Total crash records: 2

SER# INVEST	SPED	ALCS	DRUG	SCHL	WKZ	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03763	N	N	N	N	N	11/21/2012	LANE	1 06		STRGHT		Y	N	RAIN	O-1STOP	01	LOG 1	BACK											10
NO RPT						WE	VENETA	MN 0	TERRITORIAL HY	N	(NONE)	TRF SIGNAL	N	WET	BACK		PRVTE	S -N									000		00
						12P		19.48	FLORENCE-EUGENE HY	03			N	DAY	PDO		SEMI TOW		01	DRVR	NONE	40	M	OR-Y		016,011	000		10
											(02)													OR>25					
																02	NONE 0	STOP											
																	PRVTE	N -S									011		00
																	PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	N -S									011		00
																	PSNGR CAR		02	PSNG	NO<5	04	F			000	000		00
04190	N	N	N	N	N	12/20/2014	LANE	1 06		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
NONE						SA	VENETA	MN 0	FLORENCE-EUGENE HY	S		TRF SIGNAL	N	WET	REAR		PRVTE	S -N									000		00
						6P		19.49	TERRITORIAL HY	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000		07
																								UNK					
																02	NONE 0	STOP											
																	PRVTE	S -N									011		00
																	PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		000	000		00
																								OR<25					

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

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

062: FLORENCE-EUGENE

Highway 062 MAINLINE AND CONNECTIONS, MP 46.82 to 47.02 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

Total crash records: 7

SER# / INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP / EPNT	CONN# / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR / QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04107	N	N	N	N	N	12/14/2014	LANE	1	02		STRGHT		N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT										058	10
NONE						SU	VENETA	MN	0	FLORENCE-EUGENE HY	W	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	E -W									001	058	11
						4P		46.85		TERRITORIAL HY	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		080,081	017		10
												(02)													OR<25					
01952	N	N	N	N	N	06/27/2013	LANE	1	02		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
COUNTY						TH	VENETA	MN	0	FLORENCE-EUGENE HY	W	(NONE)	FLASHBCN-A	N	DRY	REAR		PRVTE	W -E									000		00
						8A		46.88		TERRITORIAL HY	03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		043,026	000		07
												(02)													OR<25					
																	02	NONE 0	STOP											
																		PRVTE	W -E									011		00
																		PSNGR CAR		01	DRVR	NONE	88	M	OR-Y		000	000		00
																									OR>25					
03027	N	N	N	N	N	09/27/2013	LANE	1	02		INTER	CROSS	N	N	RAIN	ANGL-STP	01	NONE 0	TURN-R											08
NO RPT						FR	VENETA	MN	0	MCCUTCHEON AVE	E		TRF SIGNAL	N	WET	TURN		PRVTE	S -E									000		00
						6P		46.92		TERRITORIAL HY	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		001,007,026	000		08
																									OR<25					
																	02	NONE 0	STOP											
																		PRVTE	E -W									012		00
																		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		000	000		00
																									OR<25					
03537	N	N	N	N	N	10/28/2014	LANE	1	02		INTER	CROSS	N	N	CLD	BIKE	01	NONE 0	TURN-R											04
COUNTY						TU	VENETA	MN	0	FLORENCE-EUGENE HY	E		TRF SIGNAL	N	WET	TURN		PRVTE	S -E									016		00
						7A		46.92		TERRITORIAL HY	05	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		027	000		04
																									OR<25					
																			-											
																			STRGHT	01	BIKE	INJC	53	M		I XWLK	000	035		00
																			UN UN											
01574	N	N	N	N	N	05/25/2012	LANE	1	02		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											14
COUNTY						FR	VENETA	MN	0	FLORENCE-EUGENE HY	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S -N									000		00
						12P		46.92		TERRITORIAL HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	80	M	OR-Y		024	000		14
																									OR<25					
																	02	AMBLN	STRGHT											
																		PUBLC	E -W									000		00
																		TRUCK		01	DRVR	NONE	66	M	OR-Y		000	000		00
																									OR<25					
02580	N	N	N	N	N	08/21/2014	LANE	1	02		STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT											16
COUNTY						TH	VENETA	MN	0	FLORENCE-EUGENE HY	E	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	E -W									000		00
						10P		47.00		TERRITORIAL HY	03			N	DARK	INJ		PSNGR CAR		01	DRVR	INJB	18	F	OR-Y		080	025		16
												(02)													OR>25					
																	02	NONE 0	STRGHT											
																		PRVTE	W -E									000		00
																		PSNGR CAR		01	DRVR	INJB	52	F	OR-Y		000	000		00
																									OR<25					
01939	N	N	N	N	N	06/26/2013	LANE	1	02		STRGHT		N	N	CLD	BIKE													110	18,19
COUNTY						WE	VENETA	MN	0	FLORENCE-EUGENE HY	E	(NONE)	UNKNOWN	N	DRY	TURN			-											
						2P		47.00		TERRITORIAL HY	04			N	DAY	INJ			TURN-L	01	BIKE	INJC	19	M		ROAD	045	037		18,19
												(02)							UN UN											
																	01	NONE 0	STRGHT											

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062: FLORENCE-EUGENE

Highway 062 MAINLINE AND CONNECTIONS, MP 46.82 to 47.02 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

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SER# INVEST	SPED	ALCH	DRUG	SUSL	WKRK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE PRVTE	MOVE FROM TO E -W	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																											000		00
																	PSNGR CAR		01	DRVR	NONE	59	M	OR-Y OR<25		000	000		00

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

062: FLORENCE-EUGENE

Highway 062 ALL ROAD TYPES, MP 47.87 to 48.07 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

Total crash records: 2

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01619	N	N	N			06/01/2012	LANE	1 02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						FR		MN 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
						3P		48.00		04			Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		026	000		07
											(02)													OR<25					
																02	NONE 0	STOP											
																	PRVTE	E -W									011		26
																	PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																								UNK					
03167	N	N	N			10/07/2012	LANE	1 02		STRGHT		N	N	UNK	ANIMAL	01	NONE 0	STRGHT										035	12
NONE						SU		MN 0		UN	(NONE)	UNKNOWN	N	UNK	OTH		PRVTE	E -W									000	035	00
						7A		48.00		04			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y		000	000		12
											(02)													OR>25					

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

CITY OF VENETA, LANE COUNTY

HUSTON RD at FLORENCE-EUGENE HY, City of Veneta, Lane County, 01/01/2012 to 12/31/2014

Total crash records: 2

SER# / INVEST	SPEED / DCS	ALCOHOL	DRUG	SCHOOL	WORK	DATE / DAY / TIME	CLASS / DIST / FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02710	N	N	N	N	N	07/13/2012	07	HUSTON RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
COUNTY						FR	0	FLORENCE-EUGENE HY	S		STOP SIGN	N	DRY	REAR		PRVTE	S -N									000		00
						6P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	SUSP	026	000			07
																							OR<25					
															01	NONE 0	STRGHT											
																PRVTE	S -N									000		00
																PSNGR CAR		02	PSNG	NO<5	01	M		000	000			00
															02	NONE 0	STOP											
																PRVTE	S -N									011		00
																PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	000	000			00
																							OR<25					
00050	N	N	N	N	N	01/07/2014	02	HUSTON RD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
STATE						TU		FLORENCE-EUGENE HY	CN		STOP SIGN	N	WET	ANGL		PRVTE	N -S									015		00
						4P			01	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y	028	000			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E -W									000		00
																PSNGR CAR		01	DRVR	NONE	17	M	OR-Y	000	000			00
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E -W									000		00
																PSNGR CAR		02	PSNG	INJB	18	M		000	000			00

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200: TERRITORIAL

Highway 200 ALL ROAD TYPES, MP 19.82 to 19.92 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

Total crash records: 3

SER# / INVEST	SPEED / ALCOHOL / DRUG / SCHOOL / WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP / CONN# / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03348	N Y N N N	10/19/2014	LANE	1	06	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										010,001	02
STATE		SU	VENETA	MN	0 HUNTER AVE	CN		STOP SIGN	N	DRY	TURN		PRVTE	N -S									000	010	00
		8P		19.87	TERRITORIAL HY	01	0		N	DLIT	INJ		MTRCYCLE		01	DRVR	INJA	43	M	OR-Y		000	000	001	00
																				OR<25					
												02	NONE 0	TURN-L											
													PRVTE	S -W									000		00
													PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		004,028	000		02
																				OR<25					
01373	N N N N N	05/10/2014	LANE	1	06	INTER	CROSS	N	N	CLD	ANGL-STP	01	NONE 0	TURN-L										010	08
NONE		SA	VENETA	MN	0 HUNTER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	N -E									000		00
		4P		19.87	TERRITORIAL HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y		002	000		08
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	E -W									012	010	00
													MTRCYCLE		01	DRVR	INJC	20	M	OR-Y		000	000		00
																				OR<25					
01598	N N N N N	05/31/2014	LANE	1	06	ALLEY		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											07
NO RPT		SA	VENETA	MN	0 TERRITORIAL HY	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S -N									000		00
		8A		19.91	HUNTER RD	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		042	000		07
							(02)													OR<25					
												02	NONE 1	TURN-R											
													PRVTE	S -E									019		00
													PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		000	000		00
																				OR<25					

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

200: TERRITORIAL

Highway 200 ALL ROAD TYPES, MP 20.07 to 20.17 01/01/2012 to 12/31/2014, Both Add and Non-Add mileage

Total crash records: 2

SER# / INVEST	SPEED / DCS	ALCOHOL	DRUG	SCHOOL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00590	N	N	N	N	N	02/27/2013	LANE	1	06		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											02
COUNTY						WE	VENETA	MN 0		BOLTON RD	CN		STOP SIGN	N	WET	ANGL		PRVTE	N -S									000		00
						7P		20.12		TERRITORIAL HY	02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	000	000		00
																										OR<25				
																	01	NONE 0	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		02	PSNG	INJC	11	F		000	000		00
																	02	NONE 0	STRGHT											
																		PRVTE	E -W									015		00
																		PSNGR CAR		01	DRVR	INJC	37	F	OR-Y	028	000		02
																										OR<25				
																	02	NONE 0	STRGHT											
																		PRVTE	E -W									015		00
																		PSNGR CAR		02	PSNG	INJC	11	M		000	000		00
03443	N	N	N	N	N	10/28/2013	LANE	1	06		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						MO	VENETA	MN 0		BOLTON RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	N -S									000		00
						1P		20.12		TERRITORIAL HY	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	000	000		00
																										OR<25				
																	02	NONE 0	TURN-L											
																		PRVTE	W -N									015		00
																		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	028	000		02
																										OR<25				

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Appendix D

2016 Synchro Reports

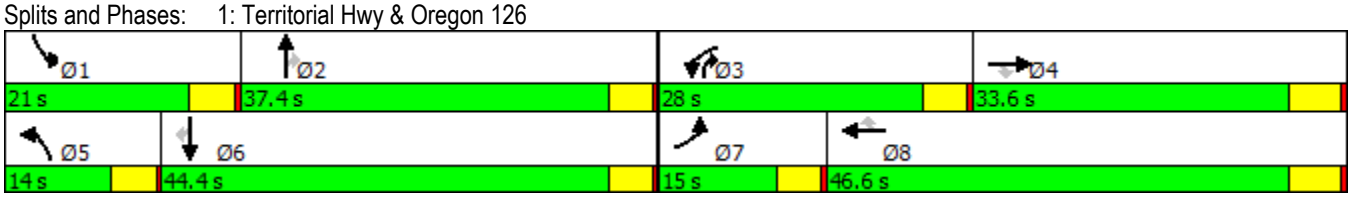
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	257	84	203	269	208	63	296	119	131	325	57
Future Volume (vph)	68	257	84	203	269	208	63	296	119	131	325	57
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		120	170		75	140		175	135		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	135			200			140			25		
Satd. Flow (prot)	1630	1716	1458	1646	1733	1473	1662	1750	1488	1662	1750	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1630	1716	1415	1646	1733	1473	1662	1750	1444	1662	1750	1276
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			144			123			145
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		634			5854			1994			407	
Travel Time (s)		9.6			88.7			38.8			7.9	
Confl. Peds. (#/hr)			4						4			52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	265	87	209	277	214	65	305	123	135	335	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	20		15	20		15
Number of Detectors	2	2	1	2	2	1	2	2	1	2	2	1
Detector Template												
Leading Detector (ft)	78	323	83	78	323	53	78	223	143	78	223	78
Trailing Detector (ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Position(ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	72	317		72	317		72	217		72	217	
Detector 2 Size(ft)	6	6		6	6		6	6		6	6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0
Minimum Split (s)	13.0	30.4	30.4	13.0	30.4	30.4	13.0	29.5	13.0	13.0	29.5	29.5
Total Split (s)	15.0	33.6	33.6	28.0	46.6	46.6	14.0	37.4	28.0	21.0	44.4	44.4
Total Split (%)	12.5%	28.0%	28.0%	23.3%	38.8%	38.8%	11.7%	31.2%	23.3%	17.5%	37.0%	37.0%
Maximum Green (s)	10.5	28.2	28.2	23.5	41.2	41.2	9.5	32.9	23.5	16.5	39.9	39.9
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.7	0.7	0.5	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.5	-1.4	-1.4	-0.5	-1.4	-1.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.7	2.7	2.0	2.7	2.7	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Time To Reduce (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0	18.0		18.0			18.0	18.0
Pedestrian Calls (#/hr)		4	4		0	0		4			52	52
Act Effct Green (s)	9.1	19.7	19.7	15.4	29.2	29.2	8.6	20.0	35.3	12.6	27.1	27.1
Actuated g/C Ratio	0.11	0.23	0.23	0.18	0.34	0.34	0.10	0.24	0.41	0.15	0.32	0.32
v/c Ratio	0.40	0.67	0.19	0.71	0.47	0.36	0.39	0.74	0.18	0.55	0.60	0.12
Control Delay	50.2	41.9	0.9	50.0	28.3	11.2	50.7	44.4	3.6	48.2	33.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	41.9	0.9	50.0	28.3	11.2	50.7	44.4	3.6	48.2	33.0	0.5
LOS	D	D	A	D	C	B	D	D	A	D	C	A
Approach Delay		34.9			29.6			35.0			33.2	
Approach LOS		C			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 85.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 32.8 — Intersection LOS: C
Intersection Capacity Utilization 66.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Territorial Hwy & Oregon 126



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	10	7	2	42	15	312	10	55	385	27
Future Volume (vph)	35	5	10	7	2	42	15	312	10	55	385	27
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			75		
Satd. Flow (prot)	0	1611	0	0	1516	0	1630	1707	0	1739	1699	0
Flt Permitted		0.966			0.993		0.950			0.950		
Satd. Flow (perm)	0	1611	0	0	1516	0	1630	1707	0	1739	1699	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		593			3765			1344			1994	
Travel Time (s)		16.2			102.7			26.2			38.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	55	0	16	346	0	59	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			14			14	
Link Offset(ft)		-10			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.02	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	6	30	5	1	20	32	216	5	35	306	66
Future Volume (vph)	47	6	30	5	1	20	32	216	5	35	306	66
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	300		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	250			25			75			75		
Satd. Flow (prot)	1630	1501	0	0	1522	0	1630	1711	0	1630	1669	0
Flt Permitted	0.950				0.990		0.950			0.950		
Satd. Flow (perm)	1630	1501	0	0	1522	0	1630	1711	0	1630	1669	0
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		756			1656			860			1344	
Travel Time (s)		14.7			37.6			16.8			26.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	36	0	0	26	0	32	223	0	35	376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			14			14	
Link Offset(ft)		-6			6			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	20		15	20		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	15	5	1	7	3	10	5	2	15	7	6
Future Volume (vph)	3	15	5	1	7	3	10	5	2	15	7	6
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1656	0	0	1642	0	0	1636	0	0	1621	0
Flt Permitted		0.993			0.996			0.971			0.974	
Satd. Flow (perm)	0	1656	0	0	1642	0	0	1636	0	0	1621	0
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		1656			1314			1319			463	
Travel Time (s)		37.6			35.8			30.0			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	14	0	0	22	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			6			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	17	32	16	8	2
Future Volume (vph)	4	17	32	16	8	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1510	0	0	1661	1673	0
Flt Permitted	0.991			0.968		
Satd. Flow (perm)	1510	0	0	1661	1673	0
Link Speed (mph)	25			35	30	
Link Distance (ft)	276			1033	1319	
Travel Time (s)	7.5			20.1	30.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	53	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	500	27	130	700	20	12	7	52	6	8	13
Future Volume (vph)	12	500	27	130	700	20	12	7	52	6	8	13
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		75	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1563	0	0	1620	0
Flt Permitted	0.950			0.950				0.991			0.990	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1563	0	0	1620	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	532	29	138	745	21	0	75	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	3	7	34	84	81
Future Volume (vph)	37	3	7	34	84	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1624	0	0	1700	1602	0
Flt Permitted	0.955			0.991		
Satd. Flow (perm)	1624	0	0	1700	1602	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	1803			1328	1428	
Travel Time (s)	41.0			25.9	27.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	46	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	2	2	40	1	1
Future Volume (vph)	30	2	2	40	1	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	10	10
Satd. Flow (prot)	1702	0	0	1712	1457	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1702	0	0	1712	1457	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	3765			1803	629	
Travel Time (s)	102.7			49.2	21.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	47	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.21	1.21
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	5	2	45	0	3	0	2	0	0	0
Future Volume (vph)	0	25	5	2	45	0	3	0	2	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1680	0	0	1712	0	0	1576	0	0	1716	0
Flt Permitted					0.998			0.971				
Satd. Flow (perm)	0	1680	0	0	1712	0	0	1576	0	0	1716	0
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1033			2778			225			318	
Travel Time (s)		20.1			54.1			5.1			8.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	51	0	0	5	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		5			5			16			5	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	40	82	2
Future Volume (vph)	1	1	1	40	82	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	10	12	12	12	12	12
Satd. Flow (prot)	1457	0	0	1714	1711	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1457	0	0	1714	1711	0
Link Speed (mph)	20			45	45	
Link Distance (ft)	1300			1453	1328	
Travel Time (s)	44.3			22.0	20.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	46	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	5			5	5	
Two way Left Turn Lane						
Headway Factor	1.21	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.8%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	257	84	203	269	208	63	296	119	131	325	57
Future Volume (vph)	68	257	84	203	269	208	63	296	119	131	325	57
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1327
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1327
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	70	265	87	209	277	214	65	305	123	135	335	59
RTOR Reduction (vph)	0	0	66	0	0	96	0	0	71	0	0	40
Lane Group Flow (vph)	70	265	21	209	277	119	65	305	52	135	335	19
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.8	19.7	19.7	14.8	27.7	27.7	6.4	20.9	35.7	12.1	26.6	26.6
Effective Green, g (s)	7.3	21.1	21.1	15.3	29.1	29.1	6.9	21.4	36.7	12.6	27.1	27.1
Actuated g/C Ratio	0.08	0.24	0.24	0.18	0.34	0.34	0.08	0.25	0.42	0.15	0.31	0.31
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	137	419	346	291	583	496	132	433	689	242	548	416
v/s Ratio Prot	0.04	c0.15		c0.13	0.16		0.04	c0.17	0.01	c0.08	0.19	
v/s Ratio Perm			0.01			0.08			0.02			0.01
v/c Ratio	0.51	0.63	0.06	0.72	0.48	0.24	0.49	0.70	0.08	0.56	0.61	0.04
Uniform Delay, d1	37.8	29.2	25.1	33.5	22.6	20.7	38.1	29.6	14.8	34.3	25.2	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	3.5	0.1	7.7	0.8	0.3	2.1	4.8	0.0	2.2	1.7	0.0
Delay (s)	40.2	32.7	25.2	41.2	23.5	21.0	40.2	34.4	14.8	36.5	26.9	20.7
Level of Service	D	C	C	D	C	C	D	C	B	D	C	C
Approach Delay (s)		32.4			28.0			30.3			28.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	86.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	10	7	2	42	15	312	10	55	385	27
Future Volume (Veh/h)	35	5	10	7	2	42	15	312	10	55	385	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	38	5	11	8	2	45	16	335	11	59	414	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	960	924	428	918	934	340	443			346		
vC1, stage 1 conf vol	546	546		372	372							
vC2, stage 2 conf vol	413	378		546	561							
vCu, unblocked vol	960	924	428	918	934	340	443			346		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	99	98	98	100	94	99			95		
cM capacity (veh/h)	395	418	626	416	418	702	1117			1213		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	54	55	16	346	59	443
Volume Left	38	8	16	0	59	0
Volume Right	11	45	0	11	0	29
cSH	429	624	1117	1700	1213	1700
Volume to Capacity	0.13	0.09	0.01	0.20	0.05	0.26
Queue Length 95th (ft)	11	7	1	0	4	0
Control Delay (s)	14.6	11.3	8.3	0.0	8.1	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	14.6	11.3	0.4		1.0	
Approach LOS	B	B				

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	6	30	5	1	20	32	216	5	35	306	66
Future Volume (Veh/h)	47	6	30	5	1	20	32	216	5	35	306	66
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	47	6	30	5	1	20	32	218	5	35	309	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	715	700	342	696	730	220	376			223		
vC1, stage 1 conf vol	412	412		284	284							
vC2, stage 2 conf vol	302	287		412	446							
vCu, unblocked vol	715	700	342	696	730	220	376			223		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	99	96	99	100	98	97			97		
cM capacity (veh/h)	506	501	700	489	479	819	1182			1346		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	47	36	26	32	223	35	376
Volume Left	47	0	5	32	0	35	0
Volume Right	0	30	20	0	5	0	67
cSH	506	657	708	1182	1700	1346	1700
Volume to Capacity	0.09	0.05	0.04	0.03	0.13	0.03	0.22
Queue Length 95th (ft)	8	4	3	2	0	2	0
Control Delay (s)	12.8	10.8	10.3	8.1	0.0	7.7	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	12.0		10.3	1.0		0.7	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	15	5	1	7	3	10	5	2	15	7	6
Future Volume (vph)	3	15	5	1	7	3	10	5	2	15	7	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	19	6	1	9	4	13	6	3	19	9	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	29	14	22	36
Volume Left (vph)	4	1	13	19
Volume Right (vph)	6	4	3	8
Hadj (s)	-0.06	-0.12	0.07	0.01
Departure Headway (s)	4.0	3.9	4.1	4.0
Degree Utilization, x	0.03	0.02	0.03	0.04
Capacity (veh/h)	886	897	857	881
Control Delay (s)	7.1	7.0	7.2	7.2
Approach Delay (s)	7.1	7.0	7.2	7.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.1		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	17	32	16	8	2
Future Volume (Veh/h)	4	17	32	16	8	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	19	35	18	9	2
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	98	10	11			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	10	11			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	98			
cM capacity (veh/h)	881	1071	1608			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	53	11
Volume Left	4	35	0
Volume Right	19	0	2
cSH	1033	1608	1700
Volume to Capacity	0.02	0.02	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.6	4.9	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	4.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	500	27	130	700	20	12	7	52	6	8	13
Future Volume (Veh/h)	12	500	27	130	700	20	12	7	52	6	8	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	532	29	138	745	21	13	7	55	6	9	14
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	749			532			1584	1583	536	1590	1583	749
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	749			532			1584	1583	536	1590	1583	749
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 %	98			87			82	93	90	91	90	97
cM capacity (veh/h)	861			1041			70	93	546	65	93	414

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	532	29	138	745	21	75	29
Volume Left	13	0	0	138	0	0	13	6
Volume Right	0	0	29	0	0	21	55	14
cSH	861	1700	1700	1041	1700	1700	208	131
Volume to Capacity	0.02	0.31	0.02	0.13	0.44	0.01	0.36	0.22
Queue Length 95th (ft)	1	0	0	11	0	0	39	20
Control Delay (s)	9.2	0.0	0.0	9.0	0.0	0.0	31.7	40.2
Lane LOS	A			A			D	E
Approach Delay (s)	0.2			1.4			31.7	40.2
Approach LOS							D	E

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	3	7	34	84	81
Future Volume (Veh/h)	37	3	7	34	84	81
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	42	3	8	38	94	91
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	194	140	94			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194	140	94			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	100	99			
cM capacity (veh/h)	791	909	1500			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	45	46	185
Volume Left	42	8	0
Volume Right	3	0	91
cSH	798	1500	1700
Volume to Capacity	0.06	0.01	0.11
Queue Length 95th (ft)	4	0	0
Control Delay (s)	9.8	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	30	2	2	40	1	1
Future Volume (Veh/h)	30	2	2	40	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	34	2	2	45	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			36		84	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			36		84	35
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1575		916	1038

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	36	47	2
Volume Left	0	2	1
Volume Right	2	0	1
cSH	1700	1575	973
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	14.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	5	2	45	0	3	0	2	0	0	0
Future Volume (Veh/h)	0	25	5	2	45	0	3	0	2	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	5	2	49	0	3	0	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	49			32			82	82	30	84	85	49
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	49			32			82	82	30	84	85	49
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 %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1558			1580			904	807	1045	899	804	1020

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	51	5	0
Volume Left	0	2	3	0
Volume Right	5	0	2	0
cSH	1558	1580	956	1700
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	8.8	0.0
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.8	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	1	40	82	2
Future Volume (Veh/h)	1	1	1	40	82	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	1	1	45	92	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140	93	94			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	93	94			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	852	964	1500			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	46	94
Volume Left	1	1	0
Volume Right	1	0	2
cSH	905	1500	1700
Volume to Capacity	0.00	0.00	0.06
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.0	0.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	0.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		

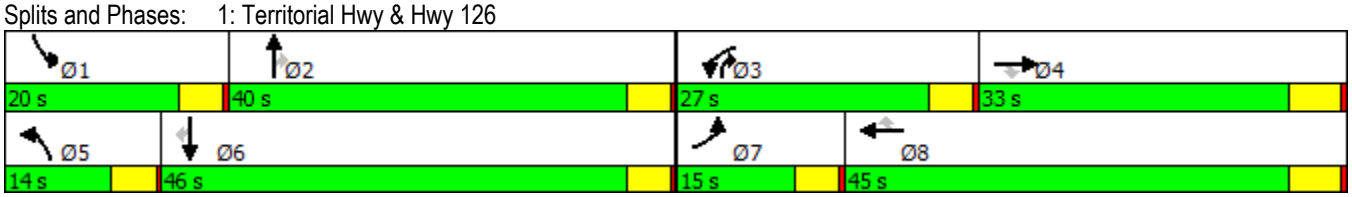
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	257	92	209	269	208	67	308	123	131	345	57
Future Volume (vph)	68	257	92	209	269	208	67	308	123	131	345	57
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		120	170		75	140		175	135		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	135			200			140			25		
Satd. Flow (prot)	1630	1716	1458	1646	1733	1473	1662	1750	1488	1662	1750	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1630	1716	1415	1646	1733	1473	1662	1750	1444	1662	1750	1276
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			141			127			145
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		634			5854			1994			407	
Travel Time (s)		9.6			88.7			38.8			7.9	
Confl. Peds. (#/hr)			4						4			52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	265	95	215	277	214	69	318	127	135	356	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	20		15	20		15
Number of Detectors	2	2	1	2	2	1	2	2	1	2	2	1
Detector Template												
Leading Detector (ft)	78	323	83	78	323	53	78	223	143	78	223	78
Trailing Detector (ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Position(ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	72	317		72	317		72	217		72	217	
Detector 2 Size(ft)	6	6		6	6		6	6		6	6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0
Minimum Split (s)	13.0	30.4	30.4	13.0	30.4	30.4	13.0	29.5	13.0	13.0	29.5	29.5
Total Split (s)	15.0	33.0	33.0	27.0	45.0	45.0	14.0	40.0	27.0	20.0	46.0	46.0
Total Split (%)	12.5%	27.5%	27.5%	22.5%	37.5%	37.5%	11.7%	33.3%	22.5%	16.7%	38.3%	38.3%
Maximum Green (s)	10.5	27.6	27.6	22.5	39.6	39.6	9.5	35.5	22.5	15.5	41.5	41.5
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.7	0.7	0.5	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.5	-1.4	-1.4	-0.5	-1.4	-1.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.7	2.7	2.0	2.7	2.7	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Time To Reduce (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0	18.0		18.0			18.0	18.0
Pedestrian Calls (#/hr)		4	4		0	0		4			52	52
Act Effct Green (s)	9.1	19.7	19.7	15.6	29.3	29.3	8.8	20.6	36.1	12.5	27.5	27.5
Actuated g/C Ratio	0.11	0.23	0.23	0.18	0.34	0.34	0.10	0.24	0.42	0.15	0.32	0.32
v/c Ratio	0.40	0.67	0.21	0.72	0.47	0.36	0.41	0.76	0.18	0.56	0.63	0.12
Control Delay	50.2	42.4	1.0	51.0	28.6	11.6	51.0	44.6	3.4	49.0	33.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	42.4	1.0	51.0	28.6	11.6	51.0	44.6	3.4	49.0	33.9	0.5
LOS	D	D	A	D	C	B	D	D	A	D	C	A
Approach Delay		34.5			30.2			35.3			34.0	
Approach LOS		C			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 85.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 33.2 — Intersection LOS: C
Intersection Capacity Utilization 67.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Territorial Hwy & Hwy 126



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	8	10	7	4	54	15	326	10	79	409	27
Future Volume (vph)	35	8	10	7	4	54	15	326	10	79	409	27
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			75		
Satd. Flow (prot)	0	1618	0	0	1514	0	1630	1707	0	1739	1700	0
Flt Permitted		0.968			0.994		0.950			0.950		
Satd. Flow (perm)	0	1618	0	0	1514	0	1630	1707	0	1739	1700	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		593			3765			1344			1994	
Travel Time (s)		16.2			102.7			26.2			38.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	70	0	16	362	0	85	469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			14			14	
Link Offset(ft)		-10			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.02	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	13	30	5	5	27	32	223	7	55	310	66
Future Volume (vph)	47	13	30	5	5	27	32	223	7	55	310	66
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	300		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	250			25			75			75		
Satd. Flow (prot)	1630	1536	0	0	1535	0	1630	1707	0	1630	1671	0
Flt Permitted	0.950				0.993		0.950			0.950		
Satd. Flow (perm)	1630	1536	0	0	1535	0	1630	1707	0	1630	1671	0
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		756			1656			860			1344	
Travel Time (s)		14.7			37.6			16.8			26.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	43	0	0	37	0	32	232	0	56	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			14			14	
Link Offset(ft)		-6			6			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	20		15	20		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	36	11	2	18	3	10	5	4	15	7	6
Future Volume (vph)	3	36	11	2	18	3	10	5	4	15	7	6
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1659	0	0	1676	0	0	1624	0	0	1621	0
Flt Permitted		0.997			0.995			0.974			0.974	
Satd. Flow (perm)	0	1659	0	0	1676	0	0	1624	0	0	1621	0
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		1656			1314			1319			463	
Travel Time (s)		37.6			35.8			30.0			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	30	0	0	24	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			6			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	23	40	16	14	3
Future Volume (vph)	6	23	40	16	14	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1519	0	0	1657	1676	0
Flt Permitted	0.989			0.966		
Satd. Flow (perm)	1519	0	0	1657	1676	0
Link Speed (mph)	25			35	30	
Link Distance (ft)	276			1024	1319	
Travel Time (s)	7.5			19.9	30.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	62	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	500	27	191	700	20	12	9	88	6	11	13
Future Volume (vph)	12	500	27	191	700	20	12	9	88	6	11	13
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		100	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1552	0	0	1632	0
Flt Permitted	0.950			0.950				0.994			0.991	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1552	0	0	1632	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	532	29	203	745	21	0	117	0	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	56	3	7	53	116	113
Future Volume (vph)	56	3	7	53	116	113
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1627	0	0	1705	1601	0
Flt Permitted	0.954			0.994		
Satd. Flow (perm)	1627	0	0	1705	1601	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	1803			1328	1428	
Travel Time (s)	41.0			25.9	27.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	68	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 24.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	26	34	40	15	20
Future Volume (vph)	30	26	34	40	15	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	10	10
Satd. Flow (prot)	1609	0	0	1678	1449	0
Flt Permitted				0.978	0.979	
Satd. Flow (perm)	1609	0	0	1678	1449	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	3765			1803	629	
Travel Time (s)	102.7			49.2	17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	83	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.21	1.21
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	25	5	2	45	7	3	0	2	4	0	8
Future Volume (vph)	12	25	5	2	45	7	3	0	2	4	0	8
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1666	0	0	1681	0	0	1576	0	0	1533	0
Flt Permitted		0.986			0.998			0.971			0.985	
Satd. Flow (perm)	0	1666	0	0	1681	0	0	1576	0	0	1533	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1024			2778			460			318	
Travel Time (s)		19.9			54.1			12.5			8.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	59	0	0	5	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		5			5			16			5	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	5	8	40	82	34
Future Volume (vph)	20	5	8	40	82	34
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1603	0	0	1702	1649	0
Flt Permitted	0.962			0.992		
Satd. Flow (perm)	1603	0	0	1702	1649	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	1300			1453	1328	
Travel Time (s)	35.5			22.0	20.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	54	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	5			5	5	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	257	92	209	269	208	67	308	123	131	345	57
Future Volume (vph)	68	257	92	209	269	208	67	308	123	131	345	57
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1326
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1326
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	70	265	95	215	277	214	69	318	127	135	356	59
RTOR Reduction (vph)	0	0	72	0	0	94	0	0	72	0	0	40
Lane Group Flow (vph)	70	265	23	215	277	120	69	318	55	135	356	19
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.9	19.7	19.7	15.0	27.8	27.8	6.5	21.5	36.5	12.0	27.0	27.0
Effective Green, g (s)	7.4	21.1	21.1	15.5	29.2	29.2	7.0	22.0	37.5	12.5	27.5	27.5
Actuated g/C Ratio	0.08	0.24	0.24	0.18	0.34	0.34	0.08	0.25	0.43	0.14	0.32	0.32
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	138	415	343	292	580	493	133	442	697	238	552	418
v/s Ratio Prot	0.04	c0.15		c0.13	0.16		0.04	c0.18	0.01	c0.08	0.20	
v/s Ratio Perm			0.02			0.08			0.02			0.01
v/c Ratio	0.51	0.64	0.07	0.74	0.48	0.24	0.52	0.72	0.08	0.57	0.64	0.04
Uniform Delay, d1	38.1	29.6	25.4	33.9	22.9	21.0	38.4	29.7	14.6	34.8	25.6	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	3.6	0.1	8.8	0.8	0.4	2.5	5.2	0.0	2.5	2.3	0.0
Delay (s)	40.2	33.2	25.5	42.6	23.8	21.3	41.0	34.9	14.7	37.3	27.9	20.7
Level of Service	D	C	C	D	C	C	D	C	B	D	C	C
Approach Delay (s)		32.6			28.8			30.7			29.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	87.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	8	10	7	4	54	15	326	10	79	409	27
Future Volume (Veh/h)	35	8	10	7	4	54	15	326	10	79	409	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	38	9	11	8	4	58	16	351	11	85	440	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1068	1018	454	1014	1028	356	469			362		
vC1, stage 1 conf vol	624	624		388	388							
vC2, stage 2 conf vol	443	394		626	639							
vCu, unblocked vol	1068	1018	454	1014	1028	356	469			362		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	98	98	98	99	92	99			93		
cM capacity (veh/h)	344	378	606	368	379	688	1093			1197		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	58	70	16	362	85	469
Volume Left	38	8	16	0	85	0
Volume Right	11	58	0	11	0	29
cSH	380	600	1093	1700	1197	1700
Volume to Capacity	0.15	0.12	0.01	0.21	0.07	0.28
Queue Length 95th (ft)	13	10	1	0	6	0
Control Delay (s)	16.2	11.8	8.3	0.0	8.2	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	16.2	11.8	0.4		1.3	
Approach LOS	C	B				

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	13	30	5	5	27	32	223	7	55	310	66
Future Volume (Veh/h)	47	13	30	5	5	27	32	223	7	55	310	66
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	47	13	30	5	5	27	32	225	7	56	313	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	777	754	346	754	784	228	380			232		
vC1, stage 1 conf vol	458	458		292	292							
vC2, stage 2 conf vol	318	296		462	492							
vCu, unblocked vol	777	754	346	754	784	228	380			232		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	97	96	99	99	97	97			96		
cM capacity (veh/h)	466	470	697	449	451	811	1178			1336		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	47	43	37	32	232	56	380
Volume Left	47	0	5	32	0	56	0
Volume Right	0	30	27	0	7	0	67
cSH	466	608	666	1178	1700	1336	1700
Volume to Capacity	0.10	0.07	0.06	0.03	0.14	0.04	0.22
Queue Length 95th (ft)	8	6	4	2	0	3	0
Control Delay (s)	13.6	11.4	10.7	8.1	0.0	7.8	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	12.5		10.7	1.0		1.0	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	36	11	2	18	3	10	5	4	15	7	6
Future Volume (vph)	3	36	11	2	18	3	10	5	4	15	7	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	46	14	3	23	4	13	6	5	19	9	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	64	30	24	36
Volume Left (vph)	4	3	13	19
Volume Right (vph)	14	4	5	8
Hadj (s)	-0.08	-0.03	0.02	0.01
Departure Headway (s)	4.0	4.1	4.2	4.1
Degree Utilization, x	0.07	0.03	0.03	0.04
Capacity (veh/h)	886	866	836	848
Control Delay (s)	7.3	7.2	7.3	7.3
Approach Delay (s)	7.3	7.2	7.3	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	13.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	23	40	16	14	3
Future Volume (Veh/h)	6	23	40	16	14	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	7	25	44	18	15	3
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	122	16	18			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	16	18			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	97			
cM capacity (veh/h)	849	1063	1599			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	32	62	18
Volume Left	7	44	0
Volume Right	25	0	3
cSH	1007	1599	1700
Volume to Capacity	0.03	0.03	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.7	5.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	5.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	500	27	191	700	20	12	9	88	6	11	13
Future Volume (Veh/h)	12	500	27	191	700	20	12	9	88	6	11	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	532	29	203	745	21	13	10	94	6	12	14
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	749			532			1715	1713	536	1722	1713	749
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	749			532			1715	1713	536	1722	1713	749
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 %	98			80			74	86	83	86	83	97
cM capacity (veh/h)	861			1041			51	72	546	44	72	414

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	532	29	203	745	21	117	32
Volume Left	13	0	0	203	0	0	13	6
Volume Right	0	0	29	0	0	21	94	14
cSH	861	1700	1700	1041	1700	1700	207	95
Volume to Capacity	0.02	0.31	0.02	0.20	0.44	0.01	0.57	0.34
Queue Length 95th (ft)	1	0	0	18	0	0	77	33
Control Delay (s)	9.2	0.0	0.0	9.3	0.0	0.0	42.9	61.1
Lane LOS	A			A			E	F
Approach Delay (s)	0.2			1.9			42.9	61.1
Approach LOS							E	F

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	3	7	53	116	113
Future Volume (Veh/h)	56	3	7	53	116	113
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	63	3	8	60	130	127
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	270	194	130			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	194	130			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	99			
cM capacity (veh/h)	716	848	1455			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	66	68	257
Volume Left	63	8	0
Volume Right	3	0	127
cSH	721	1455	1700
Volume to Capacity	0.09	0.01	0.15
Queue Length 95th (ft)	8	0	0
Control Delay (s)	10.5	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	10.5	0.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	30	26	34	40	15	20
Future Volume (Veh/h)	30	26	34	40	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	34	29	38	45	17	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			63		170	48
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			63		170	48
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			1540		800	1020

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	63	83	39
Volume Left	0	38	17
Volume Right	29	0	22
cSH	1700	1540	911
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	3.5	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	3.5	9.1
Approach LOS			A

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	25	5	2	45	7	3	0	2	4	0	8
Future Volume (Veh/h)	12	25	5	2	45	7	3	0	2	4	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	27	5	2	49	8	3	0	2	4	0	9
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	57			32			122	116	30	114	115	53
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			32			122	116	30	114	115	53
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 %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1547			1580			840	766	1045	854	768	1014

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	45	59	5	13
Volume Left	13	2	3	4
Volume Right	5	8	2	9
cSH	1547	1580	911	959
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	2.2	0.3	9.0	8.8
Lane LOS	A	A	A	A
Approach Delay (s)	2.2	0.3	9.0	8.8
Approach LOS			A	A

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	5	8	40	82	34
Future Volume (Veh/h)	20	5	8	40	82	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	22	6	9	45	92	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	174	111	130			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	111	130			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	811	942	1455			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	54	130
Volume Left	22	9	0
Volume Right	6	0	38
cSH	836	1455	1700
Volume to Capacity	0.03	0.01	0.08
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.5	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.5	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix E

2026 Synchro Reports

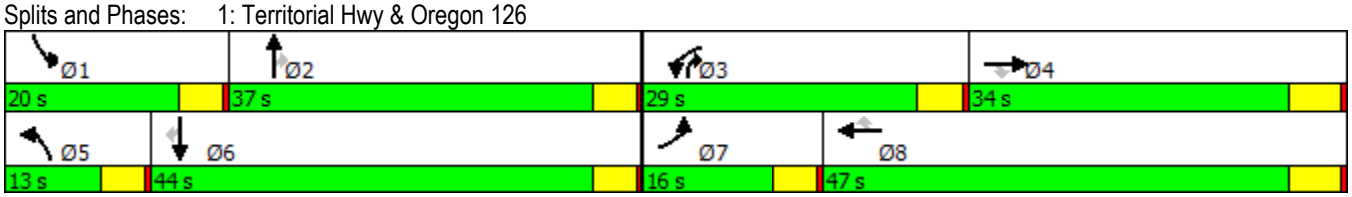
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	92	223	295	230	65	306	123	135	357	60
Future Volume (vph)	75	285	92	223	295	230	65	306	123	135	357	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		120	170		75	140		175	135		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	135			200			140			25		
Satd. Flow (prot)	1630	1716	1458	1646	1733	1473	1662	1750	1488	1662	1750	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1630	1716	1415	1646	1733	1473	1662	1750	1444	1662	1750	1276
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			146			127			145
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		634			5854			1994			407	
Travel Time (s)		9.6			88.7			38.8			7.9	
Confl. Peds. (#/hr)			4						4			52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	294	95	230	304	237	67	315	127	139	368	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	20		15	20		15
Number of Detectors	2	2	1	2	2	1	2	2	1	2	2	1
Detector Template												
Leading Detector (ft)	78	323	83	78	323	53	78	223	143	78	223	78
Trailing Detector (ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Position(ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	72	317		72	317		72	217		72	217	
Detector 2 Size(ft)	6	6		6	6		6	6		6	6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0
Minimum Split (s)	13.0	30.4	30.4	13.0	30.4	30.4	13.0	29.5	13.0	13.0	29.5	29.5
Total Split (s)	16.0	34.0	34.0	29.0	47.0	47.0	13.0	37.0	29.0	20.0	44.0	44.0
Total Split (%)	13.3%	28.3%	28.3%	24.2%	39.2%	39.2%	10.8%	30.8%	24.2%	16.7%	36.7%	36.7%
Maximum Green (s)	11.5	28.6	28.6	24.5	41.6	41.6	8.5	32.5	24.5	15.5	39.5	39.5
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.7	0.7	0.5	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.5	-1.4	-1.4	-0.5	-1.4	-1.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.7	2.7	2.0	2.7	2.7	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Time To Reduce (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0	18.0		18.0			18.0	18.0
Pedestrian Calls (#/hr)		4	4		0	0		4			52	52
Act Effct Green (s)	9.7	21.2	21.2	16.8	31.6	31.6	8.4	20.7	37.5	12.8	28.3	28.3
Actuated g/C Ratio	0.11	0.24	0.24	0.19	0.36	0.36	0.09	0.23	0.42	0.14	0.32	0.32
v/c Ratio	0.44	0.72	0.20	0.74	0.49	0.38	0.43	0.77	0.18	0.58	0.66	0.12
Control Delay	52.1	44.8	1.0	52.3	28.9	12.4	55.0	47.9	3.4	51.8	36.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	44.8	1.0	52.3	28.9	12.4	55.0	47.9	3.4	51.8	36.0	0.5
LOS	D	D	A	D	C	B	D	D	A	D	D	A
Approach Delay		37.1			30.8			37.8			36.0	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 34.9 — Intersection LOS: C
Intersection Capacity Utilization 69.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Territorial Hwy & Oregon 126



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	7	11	10	5	60	17	345	11	60	425	30
Future Volume (vph)	40	7	11	10	5	60	17	345	11	60	425	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			75		
Satd. Flow (prot)	0	1616	0	0	1520	0	1630	1707	0	1739	1699	0
Flt Permitted		0.967			0.993		0.950			0.950		
Satd. Flow (perm)	0	1616	0	0	1520	0	1630	1707	0	1739	1699	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		593			3765			1344			1994	
Travel Time (s)		16.2			102.7			26.2			38.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	81	0	18	383	0	65	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			14			14	
Link Offset(ft)		-10			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.02	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	7	33	5	1	22	35	238	5	40	335	72
Future Volume (vph)	52	7	33	5	1	22	35	238	5	40	335	72
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	300		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	250			25			75			75		
Satd. Flow (prot)	1630	1503	0	0	1520	0	1630	1711	0	1630	1669	0
Flt Permitted	0.950				0.991		0.950			0.950		
Satd. Flow (perm)	1630	1503	0	0	1520	0	1630	1711	0	1630	1669	0
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		756			1656			860			1344	
Travel Time (s)		14.7			37.6			16.8			26.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	40	0	0	28	0	35	245	0	40	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			14			14	
Link Offset(ft)		-6			6			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	20		15	20		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	17	14	1	8	3	11	5	2	17	8	7
Future Volume (vph)	3	17	14	1	8	3	11	5	2	17	8	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1613	0	0	1649	0	0	1634	0	0	1621	0
Flt Permitted		0.995			0.997			0.970			0.974	
Satd. Flow (perm)	0	1613	0	0	1649	0	0	1634	0	0	1621	0
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		1656			1314			1319			463	
Travel Time (s)		37.6			35.8			30.0			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	15	0	0	23	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			6			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	35	18	9	2
Future Volume (vph)	5	19	35	18	9	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1513	0	0	1661	1676	0
Flt Permitted	0.990			0.968		
Satd. Flow (perm)	1513	0	0	1661	1676	0
Link Speed (mph)	25			35	30	
Link Distance (ft)	276			1033	1319	
Travel Time (s)	7.5			20.1	30.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	58	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	550	30	143	770	22	13	10	57	7	12	15
Future Volume (vph)	13	550	30	143	770	22	13	10	57	7	12	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		75	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1569	0	0	1629	0
Flt Permitted	0.950			0.950				0.992			0.990	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1569	0	0	1629	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	585	32	152	819	23	0	86	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	10	37	92	90
Future Volume (vph)	40	5	10	37	92	90
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1617	0	0	1699	1601	0
Flt Permitted	0.958			0.990		
Satd. Flow (perm)	1617	0	0	1699	1601	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	1803			1328	1428	
Travel Time (s)	41.0			25.9	27.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	53	204	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	2	2	45	1	1
Future Volume (vph)	35	2	2	45	1	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	10	10
Satd. Flow (prot)	1704	0	0	1712	1457	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1704	0	0	1712	1457	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	3765			1803	629	
Travel Time (s)	102.7			49.2	21.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	53	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.21	1.21
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	28	5	2	50	0	3	0	2	0	0	0
Future Volume (vph)	0	28	5	2	50	0	3	0	2	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1683	0	0	1712	0	0	1576	0	0	1716	0
Flt Permitted					0.998			0.971				
Satd. Flow (perm)	0	1683	0	0	1712	0	0	1576	0	0	1716	0
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1033			2778			225			318	
Travel Time (s)		20.1			54.1			5.1			8.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	56	0	0	5	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		5			5			16			5	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	45	90	2
Future Volume (vph)	1	1	1	45	90	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	10	12	12	12	12	12
Satd. Flow (prot)	1457	0	0	1714	1711	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1457	0	0	1714	1711	0
Link Speed (mph)	20			45	45	
Link Distance (ft)	1300			1453	1328	
Travel Time (s)	44.3			22.0	20.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	52	103	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	5			5	5	
Two way Left Turn Lane						
Headway Factor	1.21	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	92	223	295	230	65	306	123	135	357	60
Future Volume (vph)	75	285	92	223	295	230	65	306	123	135	357	60
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1321
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1321
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	294	95	230	304	237	67	315	127	139	368	62
RTOR Reduction (vph)	0	0	71	0	0	95	0	0	72	0	0	43
Lane Group Flow (vph)	77	294	24	230	304	142	67	315	55	139	368	19
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.3	21.1	21.1	16.3	30.1	30.1	6.1	21.6	37.9	12.2	27.7	27.7
Effective Green, g (s)	7.8	22.5	22.5	16.8	31.5	31.5	6.6	22.1	38.9	12.7	28.2	28.2
Actuated g/C Ratio	0.09	0.25	0.25	0.19	0.35	0.35	0.07	0.25	0.43	0.14	0.31	0.31
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	141	428	354	306	605	514	121	429	697	234	547	413
v/s Ratio Prot	0.05	c0.17		c0.14	0.18		0.04	0.18	0.01	c0.08	c0.21	
v/s Ratio Perm			0.02			0.10			0.02			0.01
v/c Ratio	0.55	0.69	0.07	0.75	0.50	0.28	0.55	0.73	0.08	0.59	0.67	0.05
Uniform Delay, d1	39.5	30.6	25.8	34.7	23.1	21.1	40.3	31.3	15.1	36.3	26.9	21.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	4.9	0.1	9.5	0.9	0.4	4.3	6.0	0.0	3.4	3.0	0.0
Delay (s)	42.8	35.5	25.9	44.2	24.0	21.5	44.7	37.3	15.1	39.6	29.9	21.6
Level of Service	D	D	C	D	C	C	D	D	B	D	C	C
Approach Delay (s)		34.8			29.3			32.8			31.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	7	11	10	5	60	17	345	11	60	425	30
Future Volume (Veh/h)	40	7	11	10	5	60	17	345	11	60	425	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	43	8	12	11	5	65	18	371	12	65	457	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1078	1022	473	1016	1032	377	489			383		
vC1, stage 1 conf vol	603	603		413	413							
vC2, stage 2 conf vol	474	419		603	619							
vCu, unblocked vol	1078	1022	473	1016	1032	377	489			383		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	98	98	97	99	90	98			94		
cM capacity (veh/h)	345	387	591	377	386	670	1074			1175		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	63	81	18	383	65	489
Volume Left	43	11	18	0	65	0
Volume Right	12	65	0	12	0	32
cSH	381	582	1074	1700	1175	1700
Volume to Capacity	0.17	0.14	0.02	0.23	0.06	0.29
Queue Length 95th (ft)	15	12	1	0	4	0
Control Delay (s)	16.3	12.2	8.4	0.0	8.2	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	16.3	12.2	0.4		1.0	
Approach LOS	C	B				

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	7	33	5	1	22	35	238	5	40	335	72
Future Volume (Veh/h)	52	7	33	5	1	22	35	238	5	40	335	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	53	7	33	5	1	22	35	240	5	40	338	73
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	787	770	374	767	804	242	411			245		
vC1, stage 1 conf vol	454	454		312	312							
vC2, stage 2 conf vol	332	315		454	491							
vCu, unblocked vol	787	770	374	767	804	242	411			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	99	95	99	100	97	97			97		
cM capacity (veh/h)	473	473	672	453	450	796	1148			1321		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	40	28	35	245	40	411
Volume Left	53	0	5	35	0	40	0
Volume Right	0	33	22	0	5	0	73
cSH	473	626	685	1148	1700	1321	1700
Volume to Capacity	0.11	0.06	0.04	0.03	0.14	0.03	0.24
Queue Length 95th (ft)	9	5	3	2	0	2	0
Control Delay (s)	13.6	11.1	10.5	8.2	0.0	7.8	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	12.5		10.5	1.0		0.7	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	17	14	1	8	3	11	5	2	17	8	7
Future Volume (vph)	3	17	14	1	8	3	11	5	2	17	8	7
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	22	18	1	10	4	14	6	3	22	10	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	44	15	23	41
Volume Left (vph)	4	1	14	22
Volume Right (vph)	18	4	3	9
Hadj (s)	-0.19	-0.11	0.08	0.01
Departure Headway (s)	3.9	4.0	4.1	4.1
Degree Utilization, x	0.05	0.02	0.03	0.05
Capacity (veh/h)	911	887	845	870
Control Delay (s)	7.1	7.0	7.3	7.2
Approach Delay (s)	7.1	7.0	7.3	7.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.2		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	19	35	18	9	2
Future Volume (Veh/h)	5	19	35	18	9	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	21	38	20	10	2
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	107	11	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107	11	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	869	1070	1607			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	26	58	12
Volume Left	5	38	0
Volume Right	21	0	2
cSH	1025	1607	1700
Volume to Capacity	0.03	0.02	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.6	4.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	4.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	550	30	143	770	22	13	10	57	7	12	15
Future Volume (Veh/h)	13	550	30	143	770	22	13	10	57	7	12	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	585	32	152	819	23	14	11	61	7	13	16
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823			585			1742	1740	589	1750	1740	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823			585			1742	1740	589	1750	1740	823
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 %	98			85			72	85	88	85	82	96
cM capacity (veh/h)	808			995			50	73	510	46	73	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	585	32	152	819	23	86	36
Volume Left	14	0	0	152	0	0	14	7
Volume Right	0	0	32	0	0	23	61	16
cSH	808	1700	1700	995	1700	1700	155	96
Volume to Capacity	0.02	0.34	0.02	0.15	0.48	0.01	0.55	0.37
Queue Length 95th (ft)	1	0	0	13	0	0	70	37
Control Delay (s)	9.5	0.0	0.0	9.3	0.0	0.0	53.6	63.2
Lane LOS	A			A			F	F
Approach Delay (s)	0.2			1.4			53.6	63.2
Approach LOS							F	F

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	64.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	5	10	37	92	90
Future Volume (Veh/h)	40	5	10	37	92	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	45	6	11	42	103	101
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	218	154	103			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218	154	103			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	99			
cM capacity (veh/h)	765	892	1489			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	51	53	204
Volume Left	45	11	0
Volume Right	6	0	101
cSH	778	1489	1700
Volume to Capacity	0.07	0.01	0.12
Queue Length 95th (ft)	5	1	0
Control Delay (s)	10.0	1.6	0.0
Lane LOS	A	A	
Approach Delay (s)	10.0	1.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	2	2	45	1	1
Future Volume (Veh/h)	35	2	2	45	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	39	2	2	51	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			41		95	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		95	40
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1568		903	1031

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	53	2
Volume Left	0	2	1
Volume Right	2	0	1
cSH	1700	1568	963
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	28	5	2	50	0	3	0	2	0	0	0
Future Volume (Veh/h)	0	28	5	2	50	0	3	0	2	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	30	5	2	54	0	3	0	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	54			35			90	90	32	92	93	54
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			35			90	90	32	92	93	54
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 %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1551			1576			893	799	1041	889	796	1013

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	35	56	5	0
Volume Left	0	2	3	0
Volume Right	5	0	2	0
cSH	1551	1576	947	1700
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.3	8.8	0.0
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.3	8.8	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	1	45	90	2
Future Volume (Veh/h)	1	1	1	45	90	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	1	1	51	101	2
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	155	102	103			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	155	102	103			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	836	953	1489			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	52	103
Volume Left	1	1	0
Volume Right	1	0	2
cSH	891	1489	1700
Volume to Capacity	0.00	0.00	0.06
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.1	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.1	0.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		

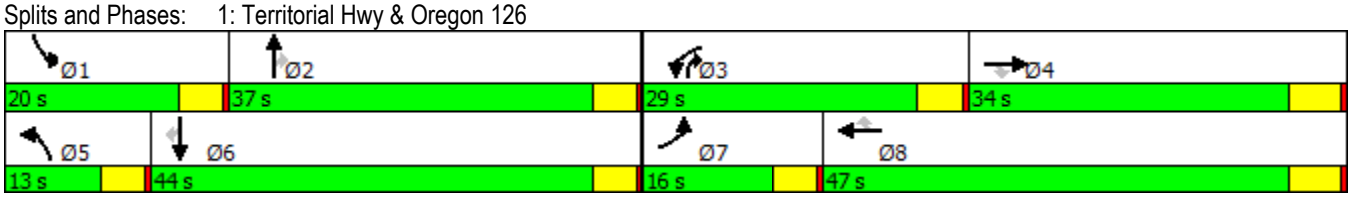
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	100	229	295	230	69	318	127	135	377	60
Future Volume (vph)	75	285	100	229	295	230	69	318	127	135	377	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		120	170		75	140		175	135		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	135			200			140			25		
Satd. Flow (prot)	1630	1716	1458	1646	1733	1473	1662	1750	1488	1662	1750	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1630	1716	1415	1646	1733	1473	1662	1750	1444	1662	1750	1276
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			146			131			145
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		634			5854			1994			407	
Travel Time (s)		9.6			88.7			38.8			7.9	
Confl. Peds. (#/hr)			4						4			52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	294	103	236	304	237	71	328	131	139	389	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	20		15	20		15
Number of Detectors	2	2	1	2	2	1	2	2	1	2	2	1
Detector Template												
Leading Detector (ft)	78	323	83	78	323	53	78	223	143	78	223	78
Trailing Detector (ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Position(ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	72	317		72	317		72	217		72	217	
Detector 2 Size(ft)	6	6		6	6		6	6		6	6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0
Minimum Split (s)	13.0	30.4	30.4	13.0	30.4	30.4	13.0	29.5	13.0	13.0	29.5	29.5
Total Split (s)	16.0	34.0	34.0	29.0	47.0	47.0	13.0	37.0	29.0	20.0	44.0	44.0
Total Split (%)	13.3%	28.3%	28.3%	24.2%	39.2%	39.2%	10.8%	30.8%	24.2%	16.7%	36.7%	36.7%
Maximum Green (s)	11.5	28.6	28.6	24.5	41.6	41.6	8.5	32.5	24.5	15.5	39.5	39.5
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.7	0.7	0.5	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.5	-1.4	-1.4	-0.5	-1.4	-1.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.7	2.7	2.0	2.7	2.7	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Time To Reduce (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0	18.0		18.0			18.0	18.0
Pedestrian Calls (#/hr)		4	4		0	0		4			52	52
Act Effct Green (s)	9.7	21.4	21.4	17.2	32.2	32.2	8.5	21.4	38.6	12.8	28.9	28.9
Actuated g/C Ratio	0.11	0.24	0.24	0.19	0.36	0.36	0.09	0.24	0.43	0.14	0.32	0.32
v/c Ratio	0.44	0.72	0.22	0.75	0.49	0.38	0.46	0.79	0.19	0.59	0.69	0.12
Control Delay	53.0	45.6	1.1	53.5	29.1	12.5	56.5	49.2	3.4	52.8	37.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	45.6	1.1	53.5	29.1	12.5	56.5	49.2	3.4	52.8	37.4	0.5
LOS	D	D	A	D	C	B	E	D	A	D	D	A
Approach Delay		37.1			31.4			38.8			37.2	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 90.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 35.6 — Intersection LOS: D
Intersection Capacity Utilization 70.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Territorial Hwy & Oregon 126



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	10	11	10	7	72	17	359	11	85	450	30
Future Volume (vph)	40	10	11	10	7	72	17	359	11	85	450	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			75		
Satd. Flow (prot)	0	1619	0	0	1521	0	1630	1707	0	1739	1700	0
Flt Permitted		0.968			0.994		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1521	0	1630	1707	0	1739	1700	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		593			3765			1344			1994	
Travel Time (s)		16.2			102.7			26.2			38.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	96	0	18	398	0	91	516	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			14			14	
Link Offset(ft)		-10			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.02	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	15	33	5	5	30	35	245	7	60	340	72
Future Volume (vph)	52	15	33	5	5	30	35	245	7	60	340	72
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	300		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	250			25			75			75		
Satd. Flow (prot)	1630	1539	0	0	1533	0	1630	1709	0	1630	1671	0
Flt Permitted	0.950				0.994		0.950			0.950		
Satd. Flow (perm)	1630	1539	0	0	1533	0	1630	1709	0	1630	1671	0
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		756			1656			860			1344	
Travel Time (s)		14.7			37.6			16.8			26.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	48	0	0	40	0	35	254	0	61	416	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			14			14	
Link Offset(ft)		-6			6			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	20		15	20		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	38	12	2	19	3	11	5	4	17	8	7
Future Volume (vph)	3	38	12	2	19	3	11	5	4	17	8	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1659	0	0	1678	0	0	1624	0	0	1621	0
Flt Permitted		0.997			0.995			0.973			0.974	
Satd. Flow (perm)	0	1659	0	0	1678	0	0	1624	0	0	1621	0
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		1656			1314			1319			463	
Travel Time (s)		37.6			35.8			30.0			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	31	0	0	25	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			6			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	25	43	18	15	3
Future Volume (vph)	7	25	43	18	15	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1520	0	0	1657	1680	0
Flt Permitted	0.989			0.966		
Satd. Flow (perm)	1520	0	0	1657	1680	0
Link Speed (mph)	25			35	30	
Link Distance (ft)	276			1033	1319	
Travel Time (s)	7.5			20.1	30.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	67	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	550	30	204	770	22	13	12	93	7	15	15
Future Volume (vph)	13	550	30	204	770	22	13	12	93	7	15	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		75	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1555	0	0	1639	0
Flt Permitted	0.950			0.950				0.994			0.991	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1555	0	0	1639	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	585	32	217	819	23	0	126	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	5	10	56	124	122
Future Volume (vph)	60	5	10	56	124	122
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1622	0	0	1704	1601	0
Flt Permitted	0.956			0.993		
Satd. Flow (perm)	1622	0	0	1704	1601	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	1803			1328	1428	
Travel Time (s)	41.0			25.9	27.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	74	276	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	26	34	45	15	20
Future Volume (vph)	35	26	34	45	15	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	10	10
Satd. Flow (prot)	1616	0	0	1680	1449	0
Flt Permitted				0.979	0.979	
Satd. Flow (perm)	1616	0	0	1680	1449	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	3765			1803	629	
Travel Time (s)	102.7			49.2	21.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	89	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.21	1.21
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	28	5	2	50	7	3	1	2	4	1	8
Future Volume (vph)	12	28	5	2	50	7	3	1	2	4	1	8
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1670	0	0	1683	0	0	1599	0	0	1544	0
Flt Permitted		0.987			0.998			0.976			0.986	
Satd. Flow (perm)	0	1670	0	0	1683	0	0	1599	0	0	1544	0
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1033			2778			225			318	
Travel Time (s)		20.1			54.1			5.1			8.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	64	0	0	6	0	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		5			5			16			5	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	5	8	45	90	34
Future Volume (vph)	20	5	8	45	90	34
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	10	12	12	12	12	12
Satd. Flow (prot)	1496	0	0	1704	1652	0
Flt Permitted	0.962			0.993		
Satd. Flow (perm)	1496	0	0	1704	1652	0
Link Speed (mph)	20			45	45	
Link Distance (ft)	1300			1453	1328	
Travel Time (s)	44.3			22.0	20.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	60	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	5			5	5	
Two way Left Turn Lane						
Headway Factor	1.21	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	100	229	295	230	69	318	127	135	377	60
Future Volume (vph)	75	285	100	229	295	230	69	318	127	135	377	60
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1319
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1464	1662	1750	1319
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	294	103	236	304	237	71	328	131	139	389	62
RTOR Reduction (vph)	0	0	77	0	0	95	0	0	74	0	0	42
Lane Group Flow (vph)	77	294	26	236	304	142	71	328	57	139	389	20
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.4	21.4	21.4	16.7	30.7	30.7	6.2	22.3	39.0	12.3	28.4	28.4
Effective Green, g (s)	7.9	22.8	22.8	17.2	32.1	32.1	6.7	22.8	40.0	12.8	28.9	28.9
Actuated g/C Ratio	0.09	0.25	0.25	0.19	0.35	0.35	0.07	0.25	0.44	0.14	0.32	0.32
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	140	427	353	309	607	516	121	435	703	232	552	416
v/s Ratio Prot	0.05	c0.17		c0.14	0.18		0.04	0.19	0.02	c0.08	c0.22	
v/s Ratio Perm			0.02			0.10			0.02			0.01
v/c Ratio	0.55	0.69	0.07	0.76	0.50	0.28	0.59	0.75	0.08	0.60	0.70	0.05
Uniform Delay, d1	40.1	31.2	26.3	35.3	23.4	21.4	41.1	31.8	15.1	37.0	27.6	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	5.0	0.1	10.2	0.9	0.4	5.9	6.9	0.0	3.5	3.8	0.0
Delay (s)	43.8	36.1	26.4	45.5	24.3	21.8	47.0	38.7	15.1	40.5	31.4	21.8
Level of Service	D	D	C	D	C	C	D	D	B	D	C	C
Approach Delay (s)		35.3			30.0			34.0			32.5	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	91.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	11	10	7	72	17	359	11	85	450	30
Future Volume (Veh/h)	40	10	11	10	7	72	17	359	11	85	450	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	43	11	12	11	8	77	18	386	12	91	484	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1185	1116	500	1112	1126	392	516			398		
vC1, stage 1 conf vol	682	682		428	428							
vC2, stage 2 conf vol	503	434		684	698							
vCu, unblocked vol	1185	1116	500	1112	1126	392	516			398		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	97	98	97	98	88	98			92		
cM capacity (veh/h)	299	349	571	333	350	657	1050			1161		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	66	96	18	398	91	516
Volume Left	43	11	18	0	91	0
Volume Right	12	77	0	12	0	32
cSH	336	554	1050	1700	1161	1700
Volume to Capacity	0.20	0.17	0.02	0.23	0.08	0.30
Queue Length 95th (ft)	18	16	1	0	6	0
Control Delay (s)	18.3	12.8	8.5	0.0	8.4	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	18.3	12.8	0.4		1.3	
Approach LOS	C	B				

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	15	33	5	5	30	35	245	7	60	340	72
Future Volume (Veh/h)	52	15	33	5	5	30	35	245	7	60	340	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	53	15	33	5	5	30	35	247	7	61	343	73
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	851	826	380	826	858	250	416			254		
vC1, stage 1 conf vol	502	502		320	320							
vC2, stage 2 conf vol	350	324		506	538							
vCu, unblocked vol	851	826	380	826	858	250	416			254		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	97	95	99	99	96	97			95		
cM capacity (veh/h)	433	444	667	413	423	788	1143			1311		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	48	40	35	254	61	416
Volume Left	53	0	5	35	0	61	0
Volume Right	0	33	30	0	7	0	73
cSH	433	577	645	1143	1700	1311	1700
Volume to Capacity	0.12	0.08	0.06	0.03	0.15	0.05	0.24
Queue Length 95th (ft)	10	7	5	2	0	4	0
Control Delay (s)	14.5	11.8	10.9	8.2	0.0	7.9	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	13.2		10.9	1.0		1.0	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	38	12	2	19	3	11	5	4	17	8	7
Future Volume (vph)	3	38	12	2	19	3	11	5	4	17	8	7
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	48	15	3	24	4	14	6	5	22	10	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	67	31	25	41
Volume Left (vph)	4	3	14	22
Volume Right (vph)	15	4	5	9
Hadj (s)	-0.09	-0.02	0.03	0.01
Departure Headway (s)	4.0	4.1	4.2	4.1
Degree Utilization, x	0.07	0.04	0.03	0.05
Capacity (veh/h)	882	860	831	844
Control Delay (s)	7.3	7.2	7.3	7.3
Approach Delay (s)	7.3	7.2	7.3	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	25	43	18	15	3
Future Volume (Veh/h)	7	25	43	18	15	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	8	27	47	20	16	3
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	132	18	19			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132	18	19			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	97			
cM capacity (veh/h)	837	1061	1597			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	67	19
Volume Left	8	47	0
Volume Right	27	0	3
cSH	1000	1597	1700
Volume to Capacity	0.03	0.03	0.01
Queue Length 95th (ft)	3	2	0
Control Delay (s)	8.7	5.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	5.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	550	30	204	770	22	13	12	93	7	15	15
Future Volume (Veh/h)	13	550	30	204	770	22	13	12	93	7	15	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	585	32	217	819	23	14	13	99	7	16	16
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823			585			1874	1870	589	1880	1870	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823			585			1874	1870	589	1880	1870	823
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 %	98			78			59	77	81	76	71	96
cM capacity (veh/h)	808			995			34	56	510	30	56	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	585	32	217	819	23	126	39
Volume Left	14	0	0	217	0	0	14	7
Volume Right	0	0	32	0	0	23	99	16
cSH	808	1700	1700	995	1700	1700	151	69
Volume to Capacity	0.02	0.34	0.02	0.22	0.48	0.01	0.84	0.56
Queue Length 95th (ft)	1	0	0	21	0	0	137	59
Control Delay (s)	9.5	0.0	0.0	9.6	0.0	0.0	93.6	110.1
Lane LOS	A			A			F	F
Approach Delay (s)	0.2			2.0			93.6	110.1
Approach LOS							F	F

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	5	10	56	124	122
Future Volume (Veh/h)	60	5	10	56	124	122
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	67	6	11	63	139	137
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	292	208	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292	208	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	99	99			
cM capacity (veh/h)	693	833	1445			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	73	74	276
Volume Left	67	11	0
Volume Right	6	0	137
cSH	703	1445	1700
Volume to Capacity	0.10	0.01	0.16
Queue Length 95th (ft)	9	1	0
Control Delay (s)	10.7	1.2	0.0
Lane LOS	B	A	
Approach Delay (s)	10.7	1.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	26	34	45	15	20
Future Volume (Veh/h)	35	26	34	45	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	39	29	38	51	17	22
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			68		180	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			68		180	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			1533		789	1014

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	68	89	39
Volume Left	0	38	17
Volume Right	29	0	22
cSH	1700	1533	902
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	3.3	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	3.3	9.2
Approach LOS			A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	28	5	2	50	7	3	1	2	4	1	8
Future Volume (Veh/h)	12	28	5	2	50	7	3	1	2	4	1	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	30	5	2	54	8	3	1	2	4	1	9
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	62			35			130	124	32	123	123	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62			35			130	124	32	123	123	58
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 %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1541			1576			828	759	1041	843	760	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	64	6	14
Volume Left	13	2	3	4
Volume Right	5	8	2	9
cSH	1541	1576	874	934
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	1	1
Control Delay (s)	2.0	0.2	9.1	8.9
Lane LOS	A	A	A	A
Approach Delay (s)	2.0	0.2	9.1	8.9
Approach LOS			A	A

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	5	8	45	90	34
Future Volume (Veh/h)	20	5	8	45	90	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	22	6	9	51	101	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	189	120	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	189	120	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	795	931	1445			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	60	139
Volume Left	22	9	0
Volume Right	6	0	38
cSH	821	1445	1700
Volume to Capacity	0.03	0.01	0.08
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.5	1.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.5	1.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix F

2026 Mitigation Synchro Reports

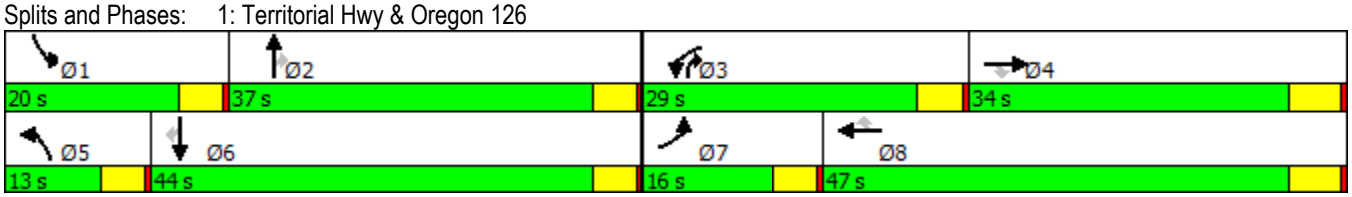
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
Future Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		120	170		75	140		175	135		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	135			200			140			25		
Satd. Flow (prot)	1630	1716	1458	1646	1733	1473	1662	1750	1488	1662	1750	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1630	1716	1415	1646	1733	1473	1662	1750	1444	1662	1750	1276
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			146			129			145
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		634			5854			1994			407	
Travel Time (s)		9.6			88.7			38.8			7.9	
Confl. Peds. (#/hr)			4						4			52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	294	100	232	304	237	71	321	129	139	375	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	20		15	20		15
Number of Detectors	2	2	1	2	2	1	2	2	1	2	2	1
Detector Template												
Leading Detector (ft)	78	323	83	78	323	53	78	223	143	78	223	78
Trailing Detector (ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Position(ft)	2	157	77	2	157	47	2	107	137	2	107	72
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	72	317		72	317		72	217		72	217	
Detector 2 Size(ft)	6	6		6	6		6	6		6	6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0
Minimum Split (s)	13.0	30.4	30.4	13.0	30.4	30.4	13.0	29.5	13.0	13.0	29.5	29.5
Total Split (s)	16.0	34.0	34.0	29.0	47.0	47.0	13.0	37.0	29.0	20.0	44.0	44.0
Total Split (%)	13.3%	28.3%	28.3%	24.2%	39.2%	39.2%	10.8%	30.8%	24.2%	16.7%	36.7%	36.7%
Maximum Green (s)	11.5	28.6	28.6	24.5	41.6	41.6	8.5	32.5	24.5	15.5	39.5	39.5
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.7	0.7	0.5	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.5	-1.4	-1.4	-0.5	-1.4	-1.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.0	2.7	2.7	2.0	2.7	2.7	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Time To Reduce (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0	18.0		18.0			18.0	18.0
Pedestrian Calls (#/hr)		4	4		0	0		4			52	52
Act Effct Green (s)	9.7	21.3	21.3	17.0	31.9	31.9	8.5	20.9	37.9	12.8	28.5	28.5
Actuated g/C Ratio	0.11	0.24	0.24	0.19	0.36	0.36	0.10	0.23	0.42	0.14	0.32	0.32
v/c Ratio	0.44	0.72	0.21	0.74	0.49	0.38	0.45	0.78	0.19	0.59	0.67	0.12
Control Delay	52.5	45.1	1.0	52.8	29.0	12.4	55.8	48.5	3.4	52.2	36.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	45.1	1.0	52.8	29.0	12.4	55.8	48.5	3.4	52.2	36.5	0.5
LOS	D	D	A	D	C	B	E	D	A	D	D	A
Approach Delay		37.0			31.0			38.4			36.4	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 35.2 — Intersection LOS: D
Intersection Capacity Utilization 70.0% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Territorial Hwy & Oregon 126



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	7	11	10	5	69	17	351	11	68	436	30
Future Volume (vph)	40	7	11	10	5	69	17	351	11	68	436	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			75		
Satd. Flow (prot)	0	1616	0	0	1516	0	1630	1707	0	1739	1699	0
Flt Permitted		0.967			0.994		0.950			0.950		
Satd. Flow (perm)	0	1616	0	0	1516	0	1630	1707	0	1739	1699	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		593			3765			1344			1994	
Travel Time (s)		16.2			102.7			26.2			38.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	90	0	18	389	0	73	501	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			14			14	
Link Offset(ft)		-10			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.02	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	10	33	5	3	24	35	242	5	49	337	72
Future Volume (vph)	52	10	33	5	3	24	35	242	5	49	337	72
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	300		0	0		0	100		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	250			25			75			75		
Satd. Flow (prot)	1630	1518	0	0	1530	0	1630	1711	0	1630	1669	0
Flt Permitted	0.950				0.992		0.950			0.950		
Satd. Flow (perm)	1630	1518	0	0	1530	0	1630	1711	0	1630	1669	0
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		756			1656			860			1344	
Travel Time (s)		14.7			37.6			16.8			26.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	43	0	0	32	0	35	249	0	49	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			14			14	
Link Offset(ft)		-6			6			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	20		15	20		15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Future Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1615	0	0	1666	0	0	1629	0	0	1621	0
Flt Permitted		0.997			0.998			0.972			0.974	
Satd. Flow (perm)	0	1615	0	0	1666	0	0	1629	0	0	1621	0
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		1656			1314			1319			463	
Travel Time (s)		37.6			35.8			30.0			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	20	0	0	24	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			6			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	22	40	18	14	2
Future Volume (vph)	6	22	40	18	14	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1519	0	0	1659	1688	0
Flt Permitted	0.989			0.967		
Satd. Flow (perm)	1519	0	0	1659	1688	0
Link Speed (mph)	25			35	30	
Link Distance (ft)	276			1033	1319	
Travel Time (s)	7.5			20.1	30.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	64	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	550	30	165	770	22	13	11	76	7	13	15
Future Volume (vph)	13	550	30	165	770	22	13	11	76	7	13	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		75	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1562	0	0	1634	0
Flt Permitted	0.950			0.950				0.994			0.991	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1562	0	0	1634	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	585	32	176	819	23	0	107	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	5	10	47	106	101
Future Volume (vph)	51	5	10	47	106	101
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	1621	0	0	1700	1602	0
Flt Permitted	0.957			0.991		
Satd. Flow (perm)	1621	0	0	1700	1602	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	1803			1328	1428	
Travel Time (s)	41.0			25.9	27.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	64	232	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 22.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	26	34	45	15	20
Future Volume (vph)	35	26	34	45	15	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	10	10
Satd. Flow (prot)	1616	0	0	1680	1449	0
Flt Permitted				0.979	0.979	
Satd. Flow (perm)	1616	0	0	1680	1449	0
Link Speed (mph)	25			25	20	
Link Distance (ft)	3765			1803	629	
Travel Time (s)	102.7			49.2	21.4	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	89	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.21	1.21
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	28	5	2	50	3	3	1	2	2	1	5
Future Volume (vph)	8	28	5	2	50	3	3	1	2	2	1	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Satd. Flow (prot)	0	1673	0	0	1700	0	0	1599	0	0	1553	0
Flt Permitted		0.990			0.998			0.976			0.988	
Satd. Flow (perm)	0	1673	0	0	1700	0	0	1599	0	0	1553	0
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1033			2778			225			318	
Travel Time (s)		20.1			54.1			5.1			8.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	59	0	0	6	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		5			5			16			5	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 15.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	3	3	45	90	16
Future Volume (vph)	11	3	3	45	90	16
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Width (ft)	10	12	12	12	12	12
Satd. Flow (prot)	1499	0	0	1711	1681	0
Flt Permitted	0.962			0.997		
Satd. Flow (perm)	1499	0	0	1711	1681	0
Link Speed (mph)	20			45	45	
Link Distance (ft)	1300			1453	1328	
Travel Time (s)	44.3			22.0	20.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	54	119	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	5			5	5	
Two way Left Turn Lane						
Headway Factor	1.21	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 16.2%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
Future Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1320
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1320
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	294	100	232	304	237	71	321	129	139	375	62
RTOR Reduction (vph)	0	0	75	0	0	95	0	0	73	0	0	43
Lane Group Flow (vph)	77	294	25	232	304	142	71	321	56	139	375	19
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.3	21.2	21.2	16.4	30.3	30.3	6.2	21.9	38.3	12.2	27.9	27.9
Effective Green, g (s)	7.8	22.6	22.6	16.9	31.7	31.7	6.7	22.4	39.3	12.7	28.4	28.4
Actuated g/C Ratio	0.09	0.25	0.25	0.19	0.35	0.35	0.07	0.25	0.43	0.14	0.31	0.31
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	140	428	353	307	606	515	122	432	700	232	548	413
v/s Ratio Prot	0.05	c0.17		c0.14	0.18		0.04	0.18	0.01	c0.08	c0.21	
v/s Ratio Perm			0.02			0.10			0.02			0.01
v/c Ratio	0.55	0.69	0.07	0.76	0.50	0.28	0.58	0.74	0.08	0.60	0.68	0.05
Uniform Delay, d1	39.7	30.8	26.0	34.9	23.2	21.2	40.6	31.4	15.0	36.6	27.2	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	4.9	0.1	9.7	0.9	0.4	5.7	6.4	0.0	3.5	3.2	0.0
Delay (s)	43.4	35.7	26.1	44.6	24.1	21.6	46.3	37.9	15.1	40.0	30.4	21.7
Level of Service	D	D	C	D	C	C	D	D	B	D	C	C
Approach Delay (s)		34.9			29.5			33.4			31.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	7	11	10	5	69	17	351	11	68	436	30
Future Volume (Veh/h)	40	7	11	10	5	69	17	351	11	68	436	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	43	8	12	11	5	74	18	377	12	73	469	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1120	1056	485	1050	1066	383	501			389		
vC1, stage 1 conf vol	631	631		419	419							
vC2, stage 2 conf vol	490	425		631	647							
vCu, unblocked vol	1120	1056	485	1050	1066	383	501			389		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	98	98	97	99	89	98			94		
cM capacity (veh/h)	326	373	582	362	373	664	1063			1170		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	63	90	18	389	73	501
Volume Left	43	11	18	0	73	0
Volume Right	12	74	0	12	0	32
cSH	362	580	1063	1700	1170	1700
Volume to Capacity	0.17	0.16	0.02	0.23	0.06	0.29
Queue Length 95th (ft)	16	14	1	0	5	0
Control Delay (s)	17.0	12.3	8.4	0.0	8.3	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	17.0	12.3	0.4		1.1	
Approach LOS	C	B				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	10	33	5	3	24	35	242	5	49	337	72
Future Volume (Veh/h)	52	10	33	5	3	24	35	242	5	49	337	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	53	10	33	5	3	24	35	244	5	49	340	73
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	814	794	376	792	828	246	413			249		
vC1, stage 1 conf vol	474	474		316	316							
vC2, stage 2 conf vol	340	319		476	511							
vCu, unblocked vol	814	794	376	792	828	246	413			249		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	98	95	99	99	97	97			96		
cM capacity (veh/h)	456	460	670	436	438	792	1146			1317		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	43	32	35	249	49	413
Volume Left	53	0	5	35	0	49	0
Volume Right	0	33	24	0	5	0	73
cSH	456	606	658	1146	1700	1317	1700
Volume to Capacity	0.12	0.07	0.05	0.03	0.15	0.04	0.24
Queue Length 95th (ft)	10	6	4	2	0	3	0
Control Delay (s)	13.9	11.4	10.7	8.2	0.0	7.8	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	12.8		10.7	1.0		0.8	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Future Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	30	24	1	15	4	14	6	4	22	10	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	58	20	24	41
Volume Left (vph)	4	1	14	22
Volume Right (vph)	24	4	4	9
Hadj (s)	-0.20	-0.08	0.05	0.01
Departure Headway (s)	3.9	4.0	4.2	4.1
Degree Utilization, x	0.06	0.02	0.03	0.05
Capacity (veh/h)	911	874	839	858
Control Delay (s)	7.1	7.1	7.3	7.3
Approach Delay (s)	7.1	7.1	7.3	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.2		
Level of Service	A		
Intersection Capacity Utilization	13.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	22	40	18	14	2
Future Volume (Veh/h)	6	22	40	18	14	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	7	24	44	20	15	2
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	124	16	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	16	17			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	97			
cM capacity (veh/h)	847	1063	1600			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	31	64	17
Volume Left	7	44	0
Volume Right	24	0	2
cSH	1005	1600	1700
Volume to Capacity	0.03	0.03	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.7	5.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	5.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	550	30	165	770	22	13	11	76	7	13	15
Future Volume (Veh/h)	13	550	30	165	770	22	13	11	76	7	13	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	585	32	176	819	23	14	12	81	7	14	16
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823			585			1791	1788	589	1798	1788	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823			585			1791	1788	589	1798	1788	823
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 %	98			82			68	82	84	82	79	96
cM capacity (veh/h)	808			995			44	66	510	39	66	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	585	32	176	819	23	107	37
Volume Left	14	0	0	176	0	0	14	7
Volume Right	0	0	32	0	0	23	81	16
cSH	808	1700	1700	995	1700	1700	162	85
Volume to Capacity	0.02	0.34	0.02	0.18	0.48	0.01	0.66	0.44
Queue Length 95th (ft)	1	0	0	16	0	0	94	45
Control Delay (s)	9.5	0.0	0.0	9.4	0.0	0.0	62.6	76.8
Lane LOS	A			A			F	F
Approach Delay (s)	0.2			1.6			62.6	76.8
Approach LOS							F	F

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	66.1%	ICU Level of Service		C
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	5	10	47	106	101
Future Volume (Veh/h)	51	5	10	47	106	101
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	57	6	11	53	119	113
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	250	176	119			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	176	119			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	732	868	1469			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	64	232
Volume Left	57	11	0
Volume Right	6	0	113
cSH	744	1469	1700
Volume to Capacity	0.08	0.01	0.14
Queue Length 95th (ft)	7	1	0
Control Delay (s)	10.3	1.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	1.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	26	34	45	15	20
Future Volume (Veh/h)	35	26	34	45	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	39	29	38	51	17	22
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			68		180	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			68		180	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			1533		789	1014

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	68	89	39
Volume Left	0	38	17
Volume Right	29	0	22
cSH	1700	1533	902
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	3.3	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	3.3	9.2
Approach LOS			A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	28	5	2	50	3	3	1	2	2	1	5
Future Volume (Veh/h)	8	28	5	2	50	3	3	1	2	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	30	5	2	54	3	3	1	2	2	1	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	57			35			116	112	32	112	112	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			35			116	112	32	112	112	56
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 %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1547			1576			851	773	1041	858	772	1011

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	44	59	6	8
Volume Left	9	2	3	2
Volume Right	5	3	2	5
cSH	1547	1576	890	933
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1	1
Control Delay (s)	1.5	0.3	9.1	8.9
Lane LOS	A	A	A	A
Approach Delay (s)	1.5	0.3	9.1	8.9
Approach LOS			A	A

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	15.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	3	3	45	90	16
Future Volume (Veh/h)	11	3	3	45	90	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	3	3	51	101	18
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	167	110	119			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167	110	119			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	822	943	1469			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	15	54	119
Volume Left	12	3	0
Volume Right	3	0	18
cSH	844	1469	1700
Volume to Capacity	0.02	0.00	0.07
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.3	0.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	0.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

MEMORANDUM

DATE: May 11, 2016

PROJECT: ***

TO: Clint Beecroft, P.E.
EGR & Associates, Inc.

FROM: Brian Ginter, PE
Murray, Smith & Associates, Inc.

RE: City of Veneta – Water System Capacity Analysis: Sarto Village Development

---

Introduction and Purpose

At the request of EGR & Associates, Inc., Murray, Smith & Associates, Inc. (MSA) has prepared this memorandum documenting an analysis of the impact on distribution system hydraulic capacity and storage requirements associated with the proposed Sarto Village development in southeast Veneta.

In 2012, MSA completed an update of the 2009 Water System Master Plan (WSMP) for the City of Veneta, Oregon. As part of the WSMP, an analysis of future water demands was developed based on projected population growth rates in the City and consideration of saturation development demands based on maximum development densities under current land use zoning designations. These forecasted water demands are used to assess the required distribution system pipe sizes to transmit domestic service and fire suppression flows. They are also used to assess the required volume of storage to meet emergency, equalizing and fire suppression needs.

The proposed development plans assume a change to the land use zoning for the parcels which increases the density of dwelling units beyond what was anticipated in the WSMP. An analysis of the capacity of the existing and planned system to serve the increased demands of the higher density development is presented below.

Increased Water Demand Calculations

EGR & Associates, Inc. provided MSA with their calculation of increased water demands associated with the increased densities that would be allowed by the requested zoning change. The analysis was based on water use characteristics presented in the WSMP. A summary of these calculations is presented below:

- For the 50.78 acre project area, a net increase in developed dwelling units of 195 is possible with the requested re-zoning
- Increased water demands associated with the additional dwelling units are estimated at:
    - 87,285 gallons per day (gpd) for average day demands (ADD)
    - 234,876 gpd for maximum day demand (MDD)

Distribution System Analysis

The City's computerized water system hydraulic model was used to determine the impact on the capacity of the distribution system (both existing and with planned improvements) to meet domestic and fire flow demands. The analysis was performed under future maximum day demand conditions with a residential fire flow event occurring within the proposed project area. The results of this analysis indicate that the system has adequate capacity, as planned, to meet the increased demands of the proposed re-zoned area. Distribution system capacity to meet fire flow needs in the proposed project area is dependent on the completion of looped piping through the project area from Baker Lane to Bolton Road and Jake Street, as identified in the WSMP.

Storage Capacity Analysis

The proposed re-zoning results in a small increase in required storage capacity in the system. Both operational and emergency storage needs increase and fire suppression storage is not affected. Operational storage is based on 25 percent of MDD; therefore, the increased storage volume required for this component is approximately 62,000 gallons. For emergency storage, the storage volume calculation is 2 times ADD; therefore, the increased storage volume required for this component is approximately 175,000 gallons. The combined increase in storage to accommodate the proposed increased development density is 237,000 gallons, or 0.24 million gallons.

Under current conditions, the City has an existing storage volume surplus of approximately 1.0 MG. There is adequate storage capacity today to serve the proposed increased development density.

The City will ultimately face a storage volume deficit of 1.6 MG at build-out conditions, without considering the proposed increased development density. The storage volume deficit would be increased to 1.84 MG with these proposed density increases. The WSMP Capital

Improvement Plan (CIP) includes the recommended construction of a new 1.6 MG reservoir in the southwest corner of the City's urban growth boundary in order to meet the projected deficit. This improvement is recommended to be complete by approximately the year 2020. It is recommended that the City plan to increase the size of this reservoir to 1.9 MG, if the re-zoning occurs. Furthermore, if the proposed development, occurs in the next 2 to 3 years, the may need to accelerate the timing of the reservoir project to avoid experiencing a storage deficit.

Summary

Based on our analysis, the City's water system has adequate capacity to support the proposed re-zoning. Future storage improvements planned for the system will need to be increased in size in order to provide adequate storage capacity to meet the increased build-out water needs of the system.

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July 1, 2016

City of Veneta – City Council and Planning Commission
C/O Lisa Garbett, Associate Planner
88184 8th St
PO Box 458
Veneta, OR 97487

RE: Memorandum – Sarto Village in-process Master Plan Concept
Project Name: Sarto Village Zone Change
Project #151820

Dear Veneta City Council and Planning Commission,

We thought it might be helpful for you to see the attached in-process Master Plan Concept dated May 26, 2016 for the Sarto Village Senior Living project. Last week we had a Pre-Development Conference with the City to discuss this initial concept and did receive insightful input from City Staff that is being addressed as we continue our work to finalize the development of this Masterplan. It is anticipated that ultimately the final Master Plan will be submitted for review through the City of Veneta Subdivision process.

This initial 50.50 acre concept consist of a Senior Living Community with a mix of housing that will include single-family attached, detached and a residential facility for those 55+ in age. It is anticipated the project will be developed in two phases. Currently the anticipated phasing is as follows: Phase I - attached/detached units and Phase II – Residential Facility. The project will also include a central area for a public park dedication, extensions of Trinity Street/Baker Lane/Erdman Way, bicycle/pedestrian ways and a considerable effort to preserve significant portions of the existing wetlands and natural features.

We hope this package gives you a better understanding of the anticipated project. Sarto Village believes this will be a wonderful addition to the area and of great benefit to the Residents of the City of Veneta.

Please let me know if you have any questions or comments.

Sincerely,
MYHRE GROUP ARCHITECTS, INC.

Raymond Yancey, AIA, NCARB
Principal

Attachments: Sarto Village Master Plan Concept dated May 26, 2016 (9 pages)

End of Document

SARTO VILLAGE MASTER PLAN CONCEPT

MAY 26, 2016

Sarto Village

we live a grateful life

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September 26, 2016 Veneta City Council packet (website)

1

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No. 151820

SARTO VILLAGE MASTERPLAN - Property Diagram

Veneta, Oregon
1"=200'-0"
May 26, 2016

SARTO VILLAGE MASTERPLAN - Wetland Deliniation Diagram

Veneta, Oregon
1"=200'-0"
May 26, 2016

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Project Data:

Site Area:	± 2,199,849 gsf (± 50.50 acres)	
Net Site Area:	± 1,244,611 gsf (± 28.57 acres)[1]	
Park Area:		
Required:	35 Units x 3 x 0.0084	= 0.88 acres
	91 Units x 2 x 0.0084	= 1.53 acres
	200 Units x 1.5 x 0.0084	= 2.52 acres
	TOTAL:	**= 4.93 acres**
Provided:		= 5.44 acres

Unit Breakdown:

Phase I:	
Detached Single Family (Cottages)	35 Units
Attached Single Family (Cottages)	91 Units
PHASE I SUB-TOTAL	**126 UNITS**
Phase II:	
Residential Facility (IL/AL/MC)	**200 Units**
TOTAL UNITS	**326 Units**

[1] Net area excludes wetland, wetland setback, right-of-ways and dedications.

Legend:

- Wetland Area
- Detached Single-Family (Age 55+ Cottages)
- Attached Single-Family (Age 55+ Cottages)
- Residential Facility (Senior Housing - IL/AL/MC)
- Pedestrian/Bicycle Circulation

0 200' 400'

3

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SARTO VILLAGE MASTERPLAN - Final Build-Out Concept

No. 151820

Veneta, Oregon
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May 26, 2016

SARTO VILLAGE MASTERPLAN - Precedent Concepts

Veneta, Oregon
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May 26, 2016

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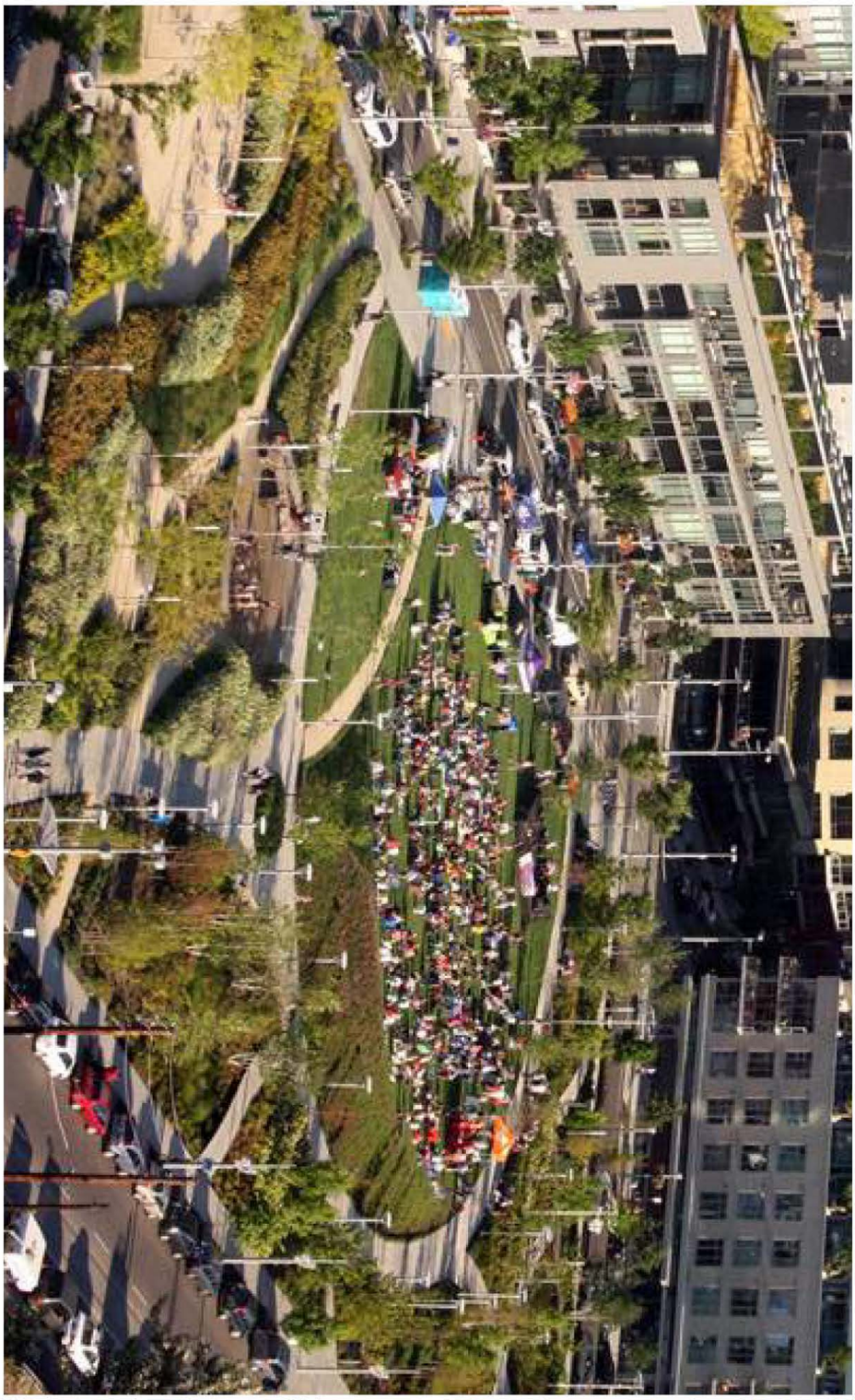

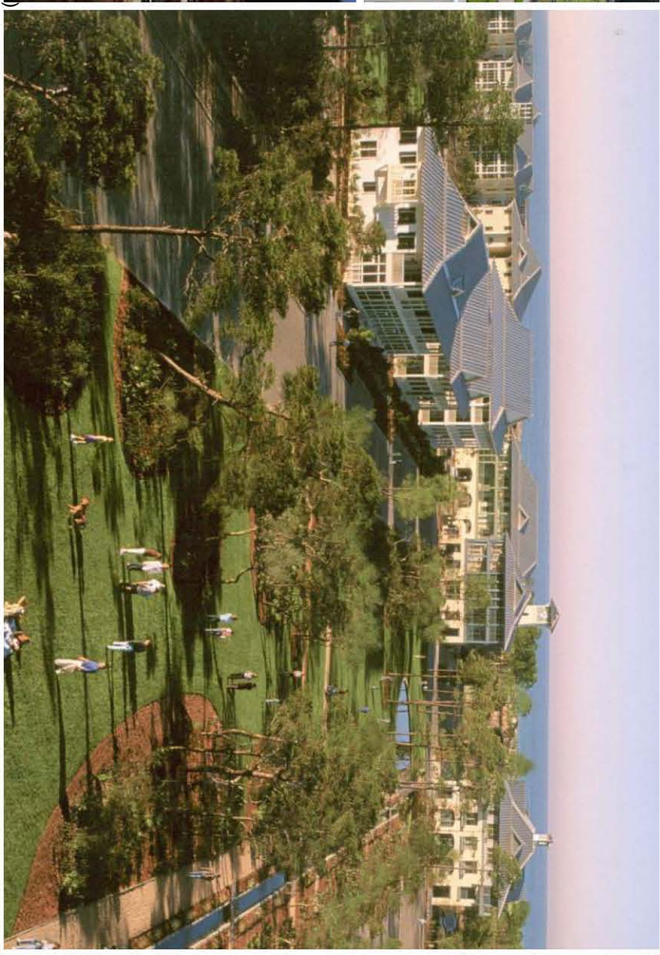

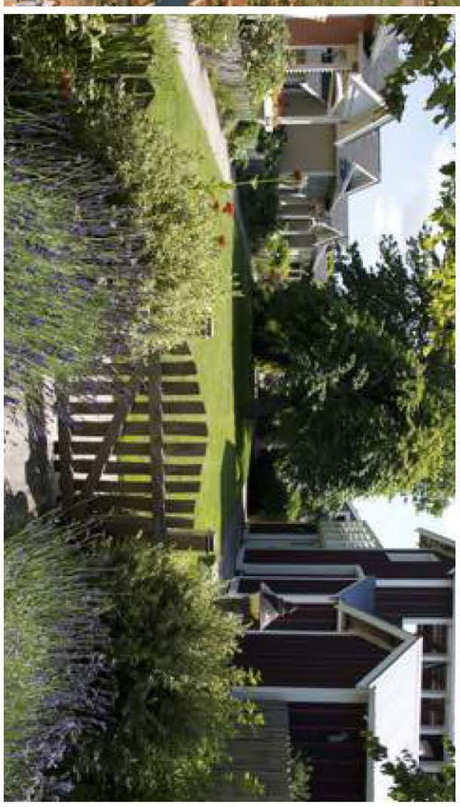

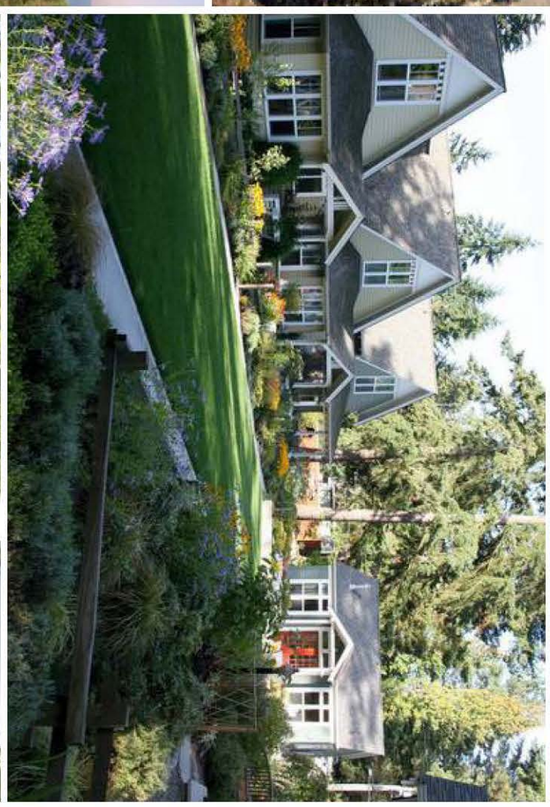

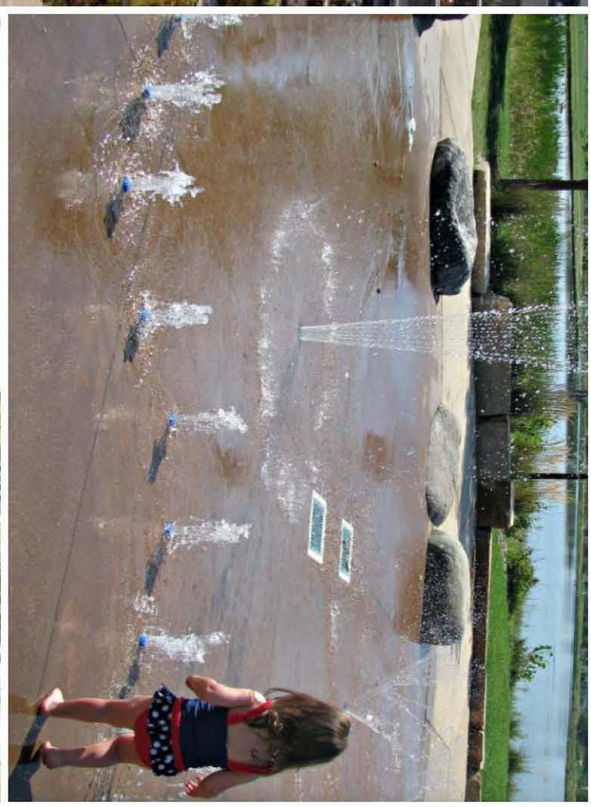

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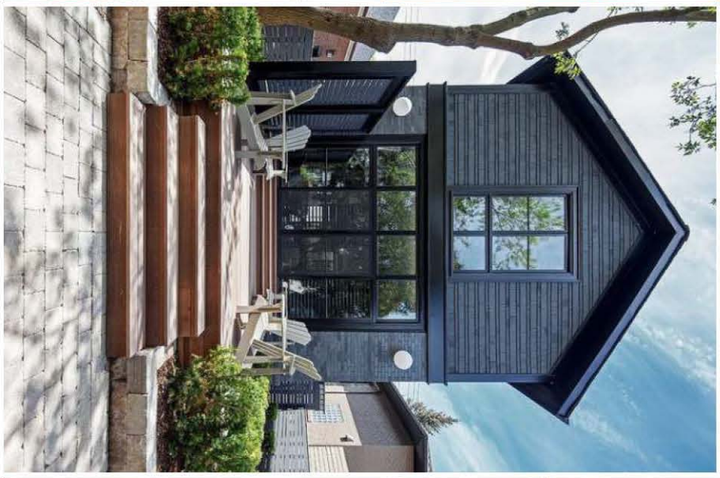

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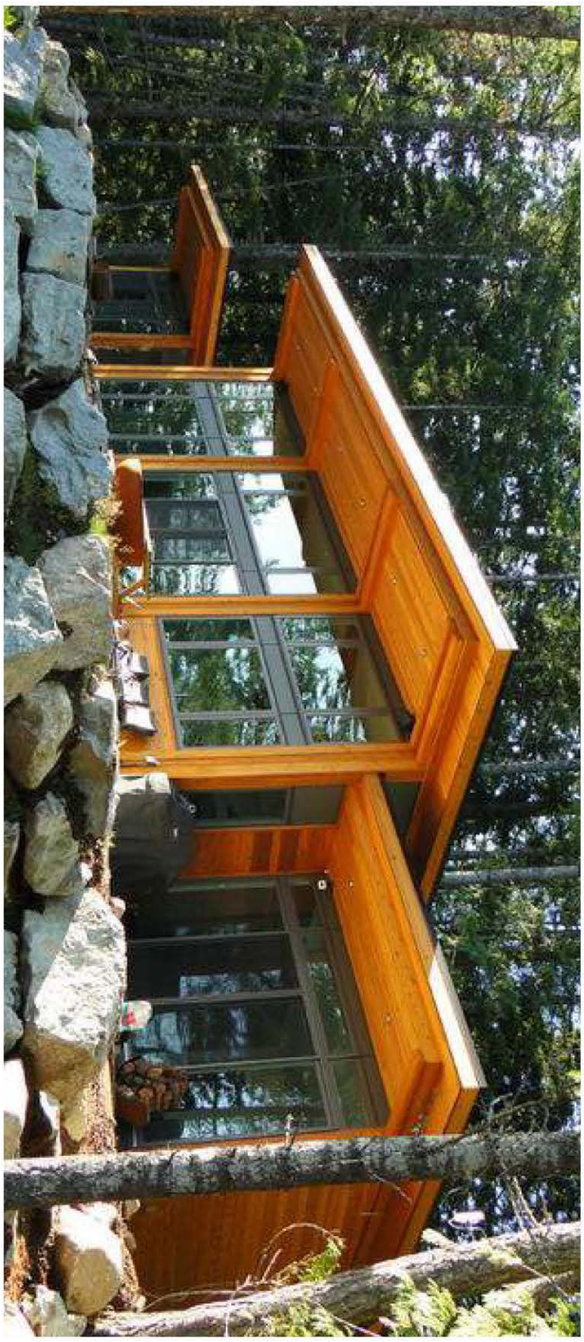

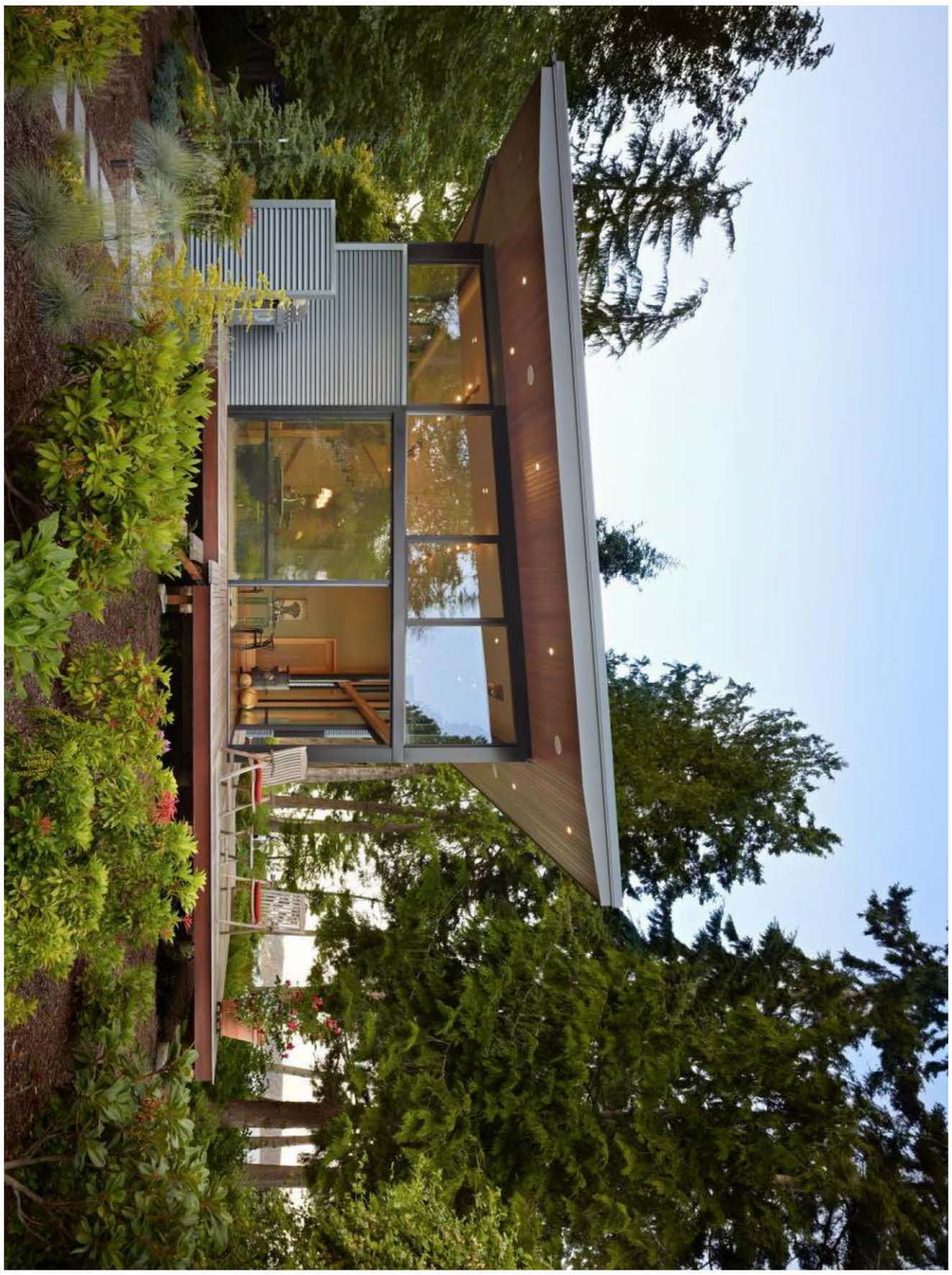

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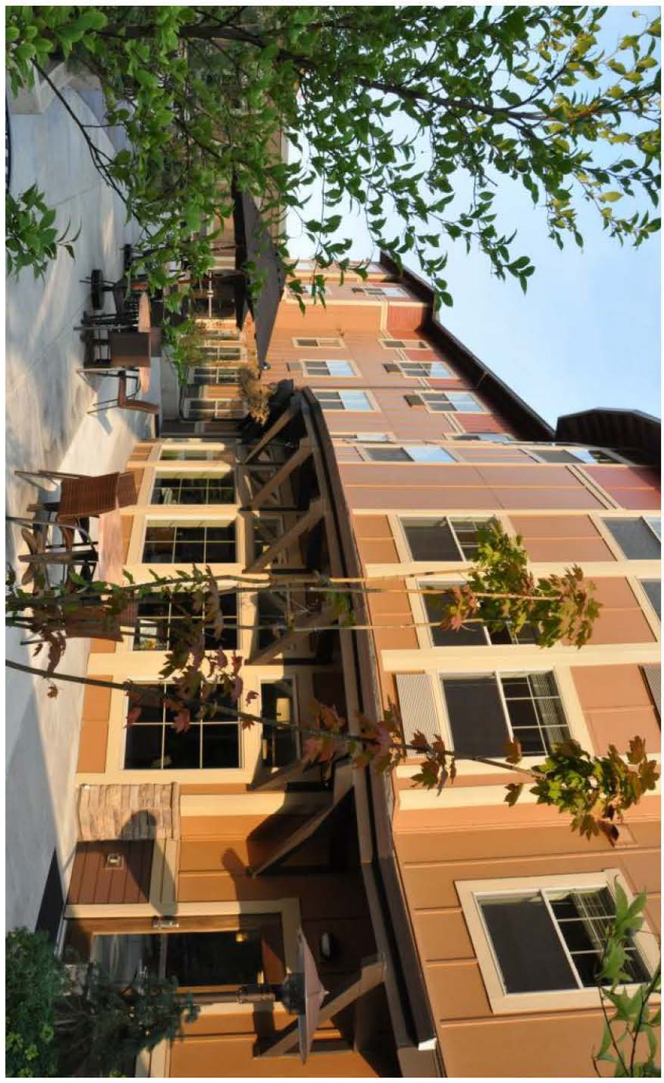

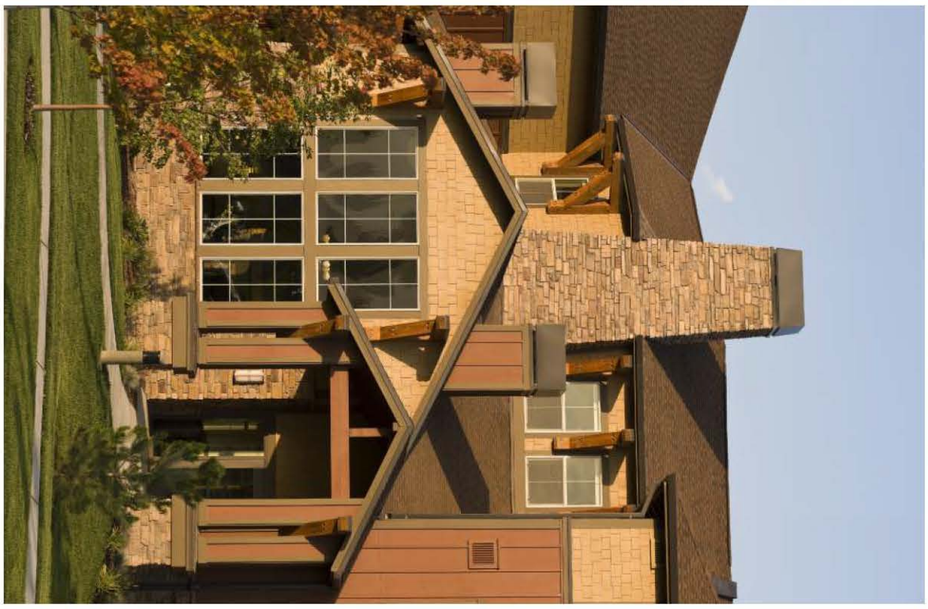

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CITY OF VENETA

Sarto Village Zone Change
Goal 12 Traffic Impact Analysis

Veneta, Oregon

Transportation Engineering
Traffic Design
Trip Generation
Access Management
Traffic Counts
Street Lighting

Revised August 5, 2016

Sarto Village Zone Change
Goal 12 Traffic Impact Analysis

Veneta, Oregon

RENEWS 6/30/16

Revised August 5, 2016

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Sarto Village Zone Change
Traffic Impact Analysis

I. Executive Summary

This study evaluates the long-term traffic impacts associated with the Sarto Village proposed plan amendment and zone change on three large parcels of land in Veneta, Oregon. The study addresses the requirements of the Transportation Planning Rule (TPR) for changes to plan designations and zoning as set out in OAR 660-12-0060. The study compares the worst-case development for the proposed zoning (GR - General Residential) to the worst-case development of the existing zoning (RR - rural residential). A transportation facility is significantly affected if trips from the proposal

(a) Change the functional classification of an existing or planned transportation facility;

(b) Change standards implementing a functional classification system;

(c) As measured by the end of the planning period identified in the adopted transportation system plan :

- (A) Allow land uses or levels of development that would result in types or levels of travel that are inconsistent with the functional classification of an existing or planned transportation facility;
- (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan;
- (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Of the 50.78 total acres in the Sarto Village site, there are approximately 7.17 acres that are currently zoned SFR in the southwest corner of the site leaving ~43.61 acres to be re-zoned. There are also designated wetlands that further reduce the build-able area of the zone change. Based on a minimum lot size of 6000 square feet, the worst-case GR development will result in 227 residences and 217 new PM peak hour trips. Those trips are compared to the three trips generated by the single RR dwellings allowed on the three tax lots making up the site.

An analysis of the study area intersections in 2016 with the proposed zoning in place shows that all intersections will remain well above the performance standards. By 2026, all study area intersections are forecast to remain well above the performance standards accept the Oregon 126 at Huston Road intersection where the northbound v/c is 0.84 while the performance standard is 0.85. Since the worst-case development will bring the Oregon 126 at Huston Road intersection within the standard error of the mobility standard (0.02), a trip cap mitigation is proposed that will reduce the northbound v/c to 0.82.

Further analysis finds that reducing the PM peak hour trips from 217 to 200 will result in a v/c of 0.82. Therefore the mitigation for the proposed zone change is a trip cap of 200 peak hour vehicles.

The Sarto Village development plan proposes age-restricted housing with assisted living and congregate care facilities. The actual development proposal consists of assisted living, 100 beds; congregate care, 100 units, and 130 to 150 senior adult housing. This plan will generate 97 PM peak hour trips. When this plan is analyzed all intersections are now well within the performance standards and satisfies the requirements of the Transportation Planning Rule.

II. Background

1. Introduction

The purpose of this report is to provide a Traffic Impact Analysis for the proposed zone change on three parcels in Veneta, Oregon in order to comply with the Statewide Planning Goal 12, the Transportation Planning Rule. This report will compare the traffic impacts of the reasonable worst-case development allowed under the proposed City General Residential zone to the traffic impacts of the reasonable worst-case development allowed under the existing City Rural Residential zone to determine if the change will significantly impact the area's transportation system. A mitigation plan will be prepared for any intersection that is significantly impacted.

According to the definitions in the Oregon Administrative Rule 660-12-0060 Transportation Planning Rule (TPR) analyses have a 20 year "Planning Period" from the date of adoption of the latest Transportation System Plan (TSP) update. The Veneta TSP expired in 2015 and has not been updated. However in 2006 the Veneta Southwest Area Specific Plan Amendment was adopted which can be considered an update of the TSP since the scope included the major streets in Veneta. This would make the new horizon year, 2026, replacing the stated 2015 analysis year identified in the TSP.

2. Location and Vicinity Map

The site consists of three tax lots, 400 and 501 on assessor's map 17-05-31-1 and tax lot 602 on map 17-05-31-34. The site contains a total of 50.78 acres. The properties lie south of Hunter Road and west of Baker Road abutting both streets and extend south to approximately 300 feet north of E. Bolton Road. Figure 1 in Appendix A shows the location of the site in eastern Veneta.

3. Land Uses and Intensity

The site currently contains one dwelling located on tax lot 400 with a driveway access on Hunter Road 330 feet west of Baker Road and one dwelling on tax lot 501 with a driveway access on Baker Road 1275 feet south of Hunter Road. Tax lot 602 is currently vacant. Both the Veneta Zoning and Comprehensive Plan Maps show the western portion of tax lot 602 (~7.17 acres) is currently zoned SFR. This portion of the site will not be included in the TPR analysis since that zoning has been included in the existing Veneta Transportation System Plan (TSP). Figure 2 in Appendix A shows the site boundaries and connections to the surrounding street system based on Map 9 in the Veneta TSP. The site also contains six designated wetland areas totaling 3.04 acres. These wetland areas are shown in Figure 2 and are taken from a 2009 Wetland Boundary map by EGR & Associates, Inc.

The TPR analysis will compare the traffic impacts of a reasonable worst-case development under the proposed zoning to the impacts of a reasonable worst-case development under the existing zoning. For the existing zoning, Rural Residential (RR), the Veneta Development Ordinance 493 allows outright a farm use and/or one single- family dwelling per parcel. The proposed General Residential (GR) zone allows one single- family dwelling per lot or one duplex per corner lot provided the driveway access is taken from an alley or two local streets. The net density in the GR zone is 8 dwelling units per acre.

4. Study Area

a. Limits of Traffic Study. The Initial study area includes the following intersections surrounding the site:

Oregon 126 @ Territorial Hwy.
Oregon 126 @ Huston Road
Territorial Hwy. @ Hunter Road
Territorial Hwy. @ E. Bolton Road
Hunter Road @ Huston Road
E. Bolton Road @ Trinity St./Pine St.
E. Bolton Road @ Cheney Drive

b. Existing Zoning and Land Uses. All properties north and east of the site within the Veneta city limits are zoned RR. North of Hunter Road and west of the site are properties zoned GR - General Residential. Properties immediately west of tax lot 400 from Hunter Road to 800 feet south are zoned RR. All properties southwest of there are zoned SFR.

c. Existing Transportation Facilities. Table 1 shows the characteristics of the existing streets in the initial study area.

Table 1: Existing Study Area Street Characteristics

Street	Segment	Jurisdiction & Functional Classification	Road Width (ft)	Posted Speed	Travel Lanes*	Bike Lanes	Curbs/ Shoulders	Parking	Sidewalks
Oregon 126	East of M.P. 47.03 West of M.P. 47.03	ODOT Major Arterial	26'	55 45	2	None	/8'	None	None
Territorial Hwy	N/o Waldo Lane Waldo to Hunter S/o Hunter	ODOT Minor Arterial	26' 50' 50'	35 35** 45	2	Both Sides	Curbs	None	Both Sides
Hunter Road	W/o Territorial Hwy Territorial to Huston	City Major Collector	30' 22'	25	2	None	Curbs /0	None	None
Huston Road	N/o Ore 126 to Hunter S/o Hunter	City Major Collector County U-Mn Collector	22'	35 45	2	None	/0	None	None
Bolton Hill Road	W/o Territorial Hwy	City Major Collector	34'	35	2	Both Sides	Curbs	None	Both Sides
E. Bolton Road	Territorial to Pine Pine to Cheney Cheney to Huston	City Minor Collector City Minor Collector County Rural Local	20'	30 30** 35	2	None	/0	S/s 350' E/o T Hwy	S/s 350' E/o T Hwy
Trinity Street		City Minor Collector	38'	25	2	Both Sides	Curbs	South Side	Both Sides
Pine Street		City Minor Collector	38'	25	2	Both Sides	Curbs	West Side	Both Sides
Baker Road		City Local	12'-20'	N/A	1/2	None	Gravel	None	None
Erdman Way	N/o E Bolton Rd S/o E Bolton Rd	County Local	12' 20'	25***	2	None	Gravel /0'	None	None

* - Number of through lanes only. **- School 20 MPH Zone *** - Basic Rule

Oregon 126 is the principal arterial running through Veneta. Oregon 126 is known as the Florence-Eugene Highway (Highway #62) in the Oregon Department of Transportation (ODOT) highway system and is classified as a Statewide Highway by the 1999 Oregon Highway Plan (OHP), amended.

Territorial Highway is a state highway (Highway #200) running as a major arterial north-south through Veneta. The OHP classifies Territorial Highway as District Highway.

d. Existing Intersection Controls. At the signalized intersection of Oregon 126 with Territorial Highway, all approaches have left-turn and right-turn pockets with protected left-turn phases. The intersection is an isolated, fully actuated traffic signal. The northbound right-turn lane is controlled by an overlap with the westbound left-turn phase.

All streets intersecting Territorial Highway in the study area are controlled by two-way Stop signs for the minor street.

The Oregon 126 at Huston Road intersection is controlled by Stop signs for Huston Road. Oregon 126 has left-turn pockets and right-turn flared approaches in both eastbound and westbound directions. The Coos Bay Rail Link crosses Huston Road only 50 feet south of the northbound Stop line.

Hunter Road is controlled by a Stop sign at the Huston Road T-intersection.

The intersection of E. Bolton Road (west and south legs) with Trinity Street (east leg) and Pine Street (north leg) is controlled by an All-way Stop.

The intersection of E Bolton Road with Cheney Drive is controlled by a Stop sign for Cheney Dr.

5. Existing Traffic Conditions

Vehicle classification turning movement counts were taken at the seven study area intersections during the PM peak hours on March 29, 30, and 31, 2016. The two Oregon 126 intersections were counted on March 29th from 3:30 to 6:30 PM. The PM peak hour was 4:00-5:00 at the Oregon 126 at Territorial Highway intersection and 3:45-4:45 at the Oregon 126 at Huston Road intersection. Since the Oregon 126 at Territorial Highway intersection has the highest traffic level, that peak hour was used to determine the two-hour PM count period for the remaining five intersections. On March 30th and 31st the remaining peak hour counts were conducted. The PM peak hour at all other intersection was 4:00 to 5:00 PM. The actual peak hour volumes were used in the analysis at each intersection. Summary sheets for the traffic counts can be found in Appendix B.

5a. Seasonal Factor

For analysis of state highway intersections, ODOT guidelines call for the use of design hour volumes (DHV). Design hour volumes are the 30th highest hour volume for a given year. Chapter 4 of ODOT's "Analysis Procedure Manual" provides for three methods for determining season factors that are used to convert peak hour traffic to DHV's. Seasonal factors were calculated for three types of travel in the area; the coastal destination trend on Oregon 126 and Territorial Highway north of Oregon 126, and the commuter trend on the remaining intersections.

For Oregon 126, there is an Automatic Traffic Recorder (ATR 20-005 Noti) located 3.06 miles west of Territorial Highway. Using the On Site ATR Method, the seasonal factor for all through traffic on Oregon 126 was found to be 1.20 based on five years of traffic count data.

For Territorial Highway north of Oregon 126, there is an ATR (20-023 Fern Ridge) located 5.97 miles north of Oregon 126. Using the On Site ATR Method, the seasonal factor for all traffic on Territorial Hwy. North of Oregon 126 was found to be 1.24 based on five years of traffic count data.

For Territorial Highway south of Oregon 126 the commuter and summer seasonal trends were combined to describe the type of traffic during the PM peak hour. The 2014 Seasonal Trend Table was consulted to establish a seasonal factor. The seasonal factor was found to be 1.18 based on the late March traffic count period. All other city streets were adjusted using the commuter seasonal trend alone.

The seasonally adjusted traffic volumes at the study area intersections calculated using the seasonal factors above are found in Figure 3 in Appendix A. The calculations can be found in Appendix B.

5b. Intersection Operations - General Procedures

For state highway intersections, ODOT uses a mobility standard based on the ratio of the volume of traffic using an intersection or an approach compared to the capacity of the intersection or approach, v/c. As the volume of traffic nears capacity the ratio approaches 1.0. Table 6 in the Updated 1999 Oregon Highway Plan lists the maximum allowable v/c for various highway classifications, locations, and speeds.

- For Oregon 126, a statewide highway not in a metropolitan area with a posted speed equal to or greater than 45 MPH, the maximum allowed v/c is 0.80
- For Territorial Highway, a district highway not in a metropolitan area with a posted speed equal to 35 MPH, the maximum allowed v/c is 0.95 at Hunter Road and for a posted speed of 45 MPH, the maximum allowed v/c is 0.90 at E Bolton Road.
- The remaining intersections are inside the city limits. The expired TSP gives no guidance on mobility standards for city streets other than to avoid congestion. Since most of these streets were originally County roads, will use Lane County's mobility standards found in Table 4 of Section 15.697 of the Lane Code. For county roads inside an Urban Growth Boundary but outside the Eugene-Springfield Metro area, the maximum allowed v/c for speeds less than 45 MPH is 0.85

5c. Existing 2014 Intersection Operational Analysis

A capacity analysis was performed on the intersections in the study area for the weekday existing 2016 design hour volumes (DHV) shown in Figure 3 in Appendix A. The Synchro program is used to evaluate the operation of all intersections in the study area. For unsignalized intersections, only the most critical (highest) v/c along with the corresponding movement at the intersection are reported. For the signalized intersections the overall v/c is reported. The saturation flow rate was set to the ODOT standard 1750 vehicles per hour for intersection approaches. The existing Peak Hour Factors (PHF's) and heavy vehicle percentages from the traffic counts were used. The Synchro reports are in Appendix D. Table 2 on the following page shows that the v/c levels at the study area intersections are well above the appropriate mobility standards.

Table 2: Existing 2016 Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	PM Peak Hour V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.66	29.5	C
Oregon 126 @ Huston Road				
Westbound Ore. 126	0.80	0.44	0.0	A
Southbound Movements	0.85	0.22	40.2	E
Territorial Road @ Hunter Road				
Eastbound Approach	0.85	0.13	14.6	B
Southbound Thru + Right	0.95	0.26	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road				
Eastbound Left turn	0.85	0.09	12.8	B
Southbound Thru + Right	0.90	0.22	0.0	A
E. Bolton Road @ Pine Street/Trinity Street				
Southbound Movements	0.85	0.04	7.2	A
E. Bolton Road @ Cheney Drive				
Eastbound Movements	0.85	0.02	8.6	A
Huston Road @ Hunter Road				
Eastbound Movements	0.90	0.06	9.8	A
Hunter Road @ Baker Lane				
Northbound Movements	0.90	0.00	8.7	A
E. Bolton Road @ Erdman Way				
Northbound Movements	0.90	0.01	8.8	A
Huston Road @ Josee Lane				
Eastbound Movements	0.90	0.0	9.0	A

6. Crash History

Crash records for the Oregon 126 and Territorial Highway intersections in the study area for the three year period 2012 through 2014 were obtained from the ODOT Crash Analysis and Reporting Unit.. Tables 3 through 6 list the crashes crash rates at these intersections. The detail crash reports are in Appendix C.

Table 3: Crash History - Oregon 126 @ Territorial Highway

Year	Collision Types							ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Fixed Obj	Backing	Total			PDO	Injury
2012	0	0	1	0	0	1	2	22,400	0.24	1	1
2013	2	1	0	0	0	0	3	22,900	0.36	1	2
2014	2	0	0	1	1	0	4	24,100	0.45	1	2
Total	4	1	1	1	1	1	9	69,400	0.36	3	5

Table 4: Crash History - Oregon 126 @ Huston Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	2	0	0	1	3	14,100	0.58	3	0
2013	0	0	0	0	0	0	14,200	0.00	0	0
2014	0	0	1	0	0	1	14,800	0.19	0	1
Total	0	2	1	0	1	4	43,100	0.25	3	1

Table 5: Crash History - Territorial Hwy. @ Hunter Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	0	0	0	0	0	8,200	0.00	0	0
2013	0	0	0	0	0	0	8,550	0.00	0	0
2014	2	1	0	0	0	3	9,125	0.90	1	2
Total	2	1	0	0	0	3	25,875	0.36	1	2

Table 6: Crash History - Territorial Hwy. @ Bolton Road

Year	Collision Types						ADT	Crash Rate (mev)	Severity	
	Turn	Rear End	Angle	Sideswipe	Animal	Total			PDO	Injury
2012	0	0	0	0	0	0	6,750	0.00	0	0
2013	1	0	1	0	0	2	7,000	0.78	1	1
2014	0	0	0	0	0	0	7,700	0.00	0	0
Total	1	0	1	0	0	2	21,450	0.26	1	1

There were no crashes reported at the remaining study area intersections during the three-year period. The crash rate is in units of number of crashes per one million entering vehicles (mev). The crash analysis does not reveal any specific problem areas or types of collision. The three crashes at Territorial Highway at Hunter Road in 2014 involved a southbound left turn, a northbound left turn and a southbound rear-end involving a right turn. These crashes and the two at Territorial Highway at Bolton Road appear to be anomalous but should bear monitoring in the future.

7. Trip Generation

The first step in the analysis of a zone change is to determine the PM peak hour trip generation of a reasonable worst-case development in the existing Rural Residential zone compared to a reasonable worst-case development in the proposed General Residential zone to determine if there is a net increase or decrease in trips.

The Veneta RR zone allows farming use or one single family dwellings per tax lot. There are three existing tax lots two of which have an existing dwelling. We are assuming three total dwelling units for the RR zoning.

The Veneta GR zone allows one single family dwellings per buildable legal lot. The GR zone is selected because the SFR zone does not allow outright the proposed assisted living or congregate care facilities. Both zones have the same minimum lot areas; 6,000 square feet for single-family homes or 7,500 square feet for duplexes. The total site acreage is 50.78 acres, however the western portion of tax lot 602 (found by extending the western boundary of tax lot 401 due south) is currently zoned SFR so this ~7.17 acres is not a part of the zone change. In addition, there are designated wetlands on the site as shown in Figure 2. Of the total 3.04 acres designated as wetlands (see Figure 6A Wetland Delineation Report in Appendix B), approximately 1.04 acres lies on the portion of tax lot 602 that is already zoned SFR. Therefore 2.0 acres of wetlands exist in the zone change area. The total buildable acres in the zone change area 50.78 less 9.17 = 41.61 acres.

For the worst-case scenario, we assume there are no further impediments to full development of the zone change area. Most new residential streets in Veneta have been constructed on either 50 or 60-foot rights-of-way. Taking the developed subdivision immediately west of the site between Trinity and Jake Streets as a sample, the street right-of-way is ~25% of the developed area. Subtracting 25% of the 41.61 buildable acres for streets leaves 31.2 acres or ~1,360,000 square feet available for housing units. At the minimum 6,000 square feet per dwelling unit that amounts to 227 dwelling units.

Table 7 compares the trips generated by the uses selected above. The Ninth Edition of the ITE Trip Generation Manual was consulted for the daily and PM peak hour trips generated by Land Use Code 210 - Single-Family Detached Housing. Trips for both the worst-case RR zoning are computed and compared to the worst-case GR zoning in Table 7. The results show that the zone change from RR to GR will generate an additional 217 peak hour trips.

Table 7: Trip Generation Comparison

Land Use (ITE Code)	Size Unit	Daily		PM Peak Hour			
		Rate	Total	Rate	Total	In	Out
Existing - Rural Residential (210)	3 Dwelling Units	13.9*	42	1.49*	3	2	1
Proposed - General Residential (210)	227 Dwelling Units	9.79*	2222	0.97*	220	139	81
Net Trips: Proposed - Existing			2180		217	137	80

* - Trip rate is based on the fitted curve equation.

8. Trip Distribution and Assignment

The expired TSP's projected average daily traffic (ADT) for 2015 is unreliable. The 2015 projected volumes overestimated actual traffic counts in 2014 on Oregon 126 by 17% at Territorial Hwy. and 45% east of Huston Road. Territorial Highway and Huston Road ADT's were similarly overestimated south of Oregon 126. TIA's for the four out of nine phases of the Southwest Area Specific Plan that have been completed all having different percentages of trips leaving the city limits/urban growth boundary. For these reasons we have developed the following trip distribution.

The distribution of trips generated by the site during the PM peak hour will predominantly follow work/shopping-to-home patterns. The Sarto Village site is only 12 miles from downtown Eugene. The Eugene-Springfield metropolitan area would easily be the largest employer and provide the greatest shopping opportunities. The secondary employment and shopping areas would be downtown Veneta and the commercial areas along Oregon 126 especially the commercial area surrounding the Oregon 126/Territorial Highway intersection. These areas will account for 70% of trip origins and destinations; Oregon 126 east of Huston Road - 45%, downtown Veneta - 10%, Oregon 126/Territorial Highway area - 15%. The remaining 30% of trips area distributed 10% to Perkins Road connecting to Oregon 126 via Central Road; 10% to Territorial Road north of Oregon 126; 5% to Bolton Hill Road to the east; 3% to Territorial Highway south of Perkins Road and 2% to Huston Road north of Oregon 126.

Currently access to the site is only available from Hunter Road which border the site on the north and Baker Lane which borders the northern half of the east boundary. Two streets currently approach the west boundary of the site, Trinity Street and Jake Street, but have a one-foot strip barrier at the border. Map 9 in the Veneta TSP shows several proposed streets connecting to the site:

- Trinity Street is proposed to run west to east through the site and connect with Josee Lane which appears to be a gravel, local access road or private access easement just outside the Veneta UGB in Lane County. The area north of Josee Lane is in the city and undeveloped.
- Corky Lane is proposed to run west to east through the site and end to Baker Lane.
- Jake Street is an existing street that is shown to reach the west site boundary.
- Baker Lane is shown to be extended south from Trinity Street to E. Bolton Road.

One major wetland greenway passes through the site from the southwest corner to the to the east boundary creating an impediment to through streets connections. We have assumed the only the Trinity Street/Josee Lane east-west connection to be made through the center of the site. In addition, Baker Lane cannot connect to E. Bolton Road because the area between the site south boundary and E. Bolton Road has been developed with single-family homes and no right-of-way exists for Baker lane. There is, however, a right-of-way that connects to E. Bolton Road near the southwest corner of the site which is an extension of Erdman Way. Figure 4 in Appendix A shows the assignment of trips between the four site accesses and the study area intersections.

III. Transportation Planning Rule (TPR) Operational Analysis

Since all study area intersections currently operate above the ODOT, City and County mobility standards, a significant impact occurs when an intersection's mobility standard is exceeded by the new trips from the proposed zone change.

1. Year of Opening, 2016, Intersection Operational Analysis

The development under the proposed zoning is assumed to be completed in 2016. The study area traffic levels for the proposed zoning scenario are shown on Figure 5 in Appendix A. The worst-case development traffic levels in Figure 4 are added to the existing traffic volumes shown in Figure 3. The Synchro program is used to evaluate the operation of the study area intersections. The PHF's, truck and pedestrian percentages from the traffic counts are used in the analysis. Table 8 shows the results of the level-of-service (LOS) analysis. The Synchro reports can be found in Appendix D.

Table 8: Existing 2016 Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.66	29.5	C	0.67	30.1	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.44	0.0	A	0.44	0.0	A
Southbound Movements	0.85	0.22	40.2	E	0.34	61.1	F
Northbound Movements	0.85	0.36	31.7	D	0.57	42.9	E
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.13	14.6	B	0.15	16.2	C
Southbound Thru + Right	0.95	0.26	0.0	A	0.28	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.09	12.8	B	0.10	13.6	B
Southbound Thru + Right	0.90	0.22	0.0	A	0.22	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.03	7.1	A	0.07	7.3	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.02	8.6	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.06	9.8	A	0.09	10.5	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.00	8.7	A	0.04	9.1	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	8.8	A	0.01	9.0	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.0	9.0	A	0.03	9.5	A

All intersection critical movements are above the appropriate mobility standard, so no mitigation is required. The north- and southbound movements on Huston Road at Oregon 126 will experience long

delays which are increased by the worst-case development. A check of signal warrants for the intersection is made following the procedures in ODOT's Analysis Procedures Manual (APM). The results indicate that a signal is not warranted at this time. The calculation is in Appendix B.

2. Horizon Year, 2026, Background Traffic Growth

Traffic growth for Oregon 126 and Territorial Highway for the horizon year, 2026, was estimated using ODOT's 2034 Future Highway Volume Table. The calculations are found in Appendix B. The annual growth rate for Oregon 126 was found to be 1.0% per year or a growth factor of 1.10 over ten years. The annual growth rate for Territorial Highway shows a significant difference in the area near Oregon 126 (0.34%) compared to the area south of Broadway (0.99%). A growth factor of 1.034 was applied to Territorial Highway approaches to Oregon 126 and a growth factor of 1.10 was applied to Territorial Highway south of Broadway and the remaining City and County streets in the study area. Figure 6 in Appendix A shows the No-build and Build traffic levels in the study area.

3. Horizon Year, 2026, Intersection Operational Analysis

The Synchro program was rerun for the 2026 data using the same PHF's as in 2016. Table 9 shows the results of the level-of-service (LOS) analysis. The Synchro reports can be found in Appendix E.

Table 9: Horizon Year, 2026, Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.70	31.7	C	0.72	32.6	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.48	0.0	A	0.48	0.0	A
Southbound Movements	0.85	0.37	63.2	F	0.56	110.1	F
Northbound Movements	0.85	0.55	53.6	F	**0.84**	93.6	F
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.17	16.3	C	0.20	18.3	C
Southbound Thru + Right	0.95	0.29	0.0	A	0.30	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.11	13.6	B	0.12	14.5	B
Southbound Thru + Right	0.90	0.24	0.0	A	0.24	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.05	7.1	A	0.07	7.3	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.03	8.6	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.07	10.0	A	0.10	10.7	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.00	8.7	A	0.04	9.2	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	8.8	A	0.01	9.1	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.0	9.1	A	0.03	9.5	A

The intersection operational analysis in Table 9 above shows that the northbound movements on Hunter Road approaching Oregon 126 will reach a v/c of 0.84 just under the maximum v/c allowed, 0.85. While this does not technically result in reducing the performance of an existing facility below the minimum acceptable performance standard (0.85), it is within the standard error of the v/c data, 0.02. Since the v/c is determined for future conditions that are based on a number of assumptions including overall community growth and travel patterns, the intersection could fail and a mitigation plan is proposed. A check of signal warrants again indicates that the intersection does not meet ODOT's preliminary signal warrant.

4. Proposed Mitigation

Since the worst-case development will bring the Oregon 126 at Huston Road intersection within the standard error of the mobility standard and a traffic signal is not warranted, a trip cap mitigation is proposed that will reduce the northbound v/c to 0.82. To determine the volume of trips that will reduce the v/c to an acceptable level, the Synchro program was rerun lowering the new trips proportionally until the v/c reached .082. That v/c level was reached when the total trips generated by the site reached 200. Figure 8 in Appendix A shows he resulting traffic levels in the study area when the site's new trips are reduced to 200 in the peak hour. Table 10 shows the results of the intersection operational analysis of the Highway 126 at Huston Road intersection with the reduced volume of new trips. The Sychro report is in Appendix D. The remaining study area intersections are well under the mobility standard at 217 new trips and will improve slightly at 200 new trips.

Table 10: Horizon Year, 2026, Trip Cap Operational Analysis

Intersection Movement (Controlled)	Mobility Standard	Existing Zoning			Proposed Zoning			Prop. Zoning w/ Trip Cap		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Huston Road										
Westbound Ore. 126	0.80	0.48	0.0	A	0.48	0.0	A	0.48	0.0	A
Southbound Movements	0.85	0.37	63.2	F	0.56	110.1	F	0.55	106.5	F
Northbound Movements	0.85	0.55	53.6	F	0.84	93.6	F	0.82	90.2	F

With a trip reduction of approximately 92%, the intersection will now operate within the mobility standard. Therefore, a trip cap of 200 trips will satisfy the Goal 12 requirements and is recommended to be applied to the proposed zone change on tax lots 400 and 501 on assessor's map 17-05-31-1 and the re-zoned portion of tax lot 602 on map 17-05-31-34.

5. Sarto Village Proposed Development

The developer does not intend to develop to the maximum extent allowed by the Goal 12 transportation Planning Rule. The following is the actual development plan for the site:

Phase 1: Age-restricted (55+) senior housing, 140 units to be completed by 2018 on tax lots 501, 602, and the southern portion of tax lot 400.

Phase 2: Congregate Senior Housing - 100 units of Independent Living and 100 units of Assisted Living to be completed by 2020 on the northern portion of tax lot 400.

The Ninth Edition of the ITE Trip Generation Manual was consulted for the daily and PM peak hour trips generated by Land Use Codes 251 - Senior Adult Housing Detached, 253 - Congregate Care Facility, and 254 - Assisted Living. The trips generated for the proposed age-restricted and congregate housing development in are tabulated in Table 11 on the following page.

Table 11: Sarto Village Development Plan Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		PM Peak Hour			
			Rate	Total	Rate	Total	In	Out
Proposed Senior Adult Housing Detached (251)	140	Dwelling Units	4.56*	638	0.41*	58	35	23
Proposed Congregate Care Facility (253)	100	Dwelling Units	2.02	202	0.17	17	9	8
Proposed Assisted Living (254)	100	Beds	2.66	266	0.22	22	10	12
Proposed -Development				1106		97	54	43

* - Trip rate is based on the fitted curve equation.

Table 11 shows that the Sarto Village Development Plan will generate less than half of the trips that could result from the zone change if it were developed to the maximum extent allowed by the Goal 12 analysis. The distribution and assignment of the 97 new trips are made in the same manner as previously done for the worst-case development. Figure 9 in Appendix A shows the assignment of new trips generated by the actual development plan. Figure 10 in Appendix A shows the resulting traffic levels in the study area. Table 12 shows the results of the level-of-service (LOS) analysis for the study area compared with that of the proposed Zoning. The Synchro reports can be found in Appendix F.

Table 12: Horizon Year, 2026, Operational Analysis Comparison

Intersection Movement (Controlled)	Mobility Standard	Proposed Zoning			Sarto Village Development		
		V/C	Delay (sec.)	LOS	V/C	Delay (sec.)	LOS
Oregon 126 @ Territorial Road	0.80	0.72	32.6	C	0.71	32.0	C
Oregon 126 @ Huston Road							
Westbound Ore. 126	0.80	0.48	0.0	A	0.48	0.0	A
Southbound Movements	0.85	0.56	110.1	F	0.44	76.8	F
Northbound Movements	0.85	0.84	93.6	F	0.66	62.6	F
Territorial Road @ Hunter Road							
Eastbound Approach	0.85	0.20	18.3	C	0.17	17.0	C
Southbound Thru + Right	0.95	0.30	0.0	A	0.29	0.0	A
Territorial Road @ Bolton Hill/E. Bolton Road							
Eastbound Left turn	0.85	0.12	14.5	B	0.12	13.9	B
Southbound Thru + Right	0.90	0.24	0.0	A	0.24	0.0	A
E. Bolton Road @ Pine Street/Trinity Street							
Eastbound Movements	0.85	0.07	7.3	A	0.06	7.1	A
E. Bolton Road @ Cheney Drive							
Eastbound Movements	0.85	0.03	8.7	A	0.03	8.7	A
Huston Road @ Hunter Road							
Eastbound Movements	0.90	0.10	10.7	B	0.08	10.3	B
Hunter Road @ Baker Lane							
Northbound Movements	0.90	0.04	9.2	A	0.04	9.2	A
E. Bolton Road @ Erdman Way							
Northbound Movements	0.90	0.01	9.1	A	0.01	9.1	A
Huston Road @ Josee Lane							
Eastbound Movements	0.90	0.03	9.5	A	0.02	9.3	A

The results of the intersection operational analysis for the Sarto Village development plan shows that the v/c for the northbound Huston Road movements at Oregon 126 is well within the allowable range. All other intersections show a reduced traffic impact as well.

IV. Conclusions and Recommendations

The above analysis of the Transportation Planning Rule for the proposed plan amendment and zone change from Rural Residential to General Residential has found that the full development of the site to 227 single-family homes could result in the Oregon 126 at Huston Road intersection reaching the maximum allowable v/c ratio. While the worst-case development does not technically exceed the performance standard it is too close to ignore. The proposed mitigation is a trip cap of 200 new trips generated by 205 single-family residences.

Based on this analysis, we find that the proposed Zone Change from Rural Residential to General Residential, developed as age-restricted housing with assisted living and congregate care facilities, will result in no significant impact to the operation of the transportation system following the directives of OAR 660-012-0060(1):

(a) Change the functional classification of an existing or planned transportation facility; - **NO**
(b) Change standards implementing a functional classification system; - **NO**
(c) As measured by the end of the planning period identified in the adopted transportation system plan (TSP):
    (A) Allow land uses or levels of development that would result in types or levels of travel that are inconsistent with the functional classification of an existing or planned transportation facility; - **NO**
    (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan: - **NO**
    (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan: - **NO** with Trip Cap at 200 trips.

Therefore we recommend approval of the plan amendment and zone change conditioned on the proposed Trip Cap of 200 new trips.

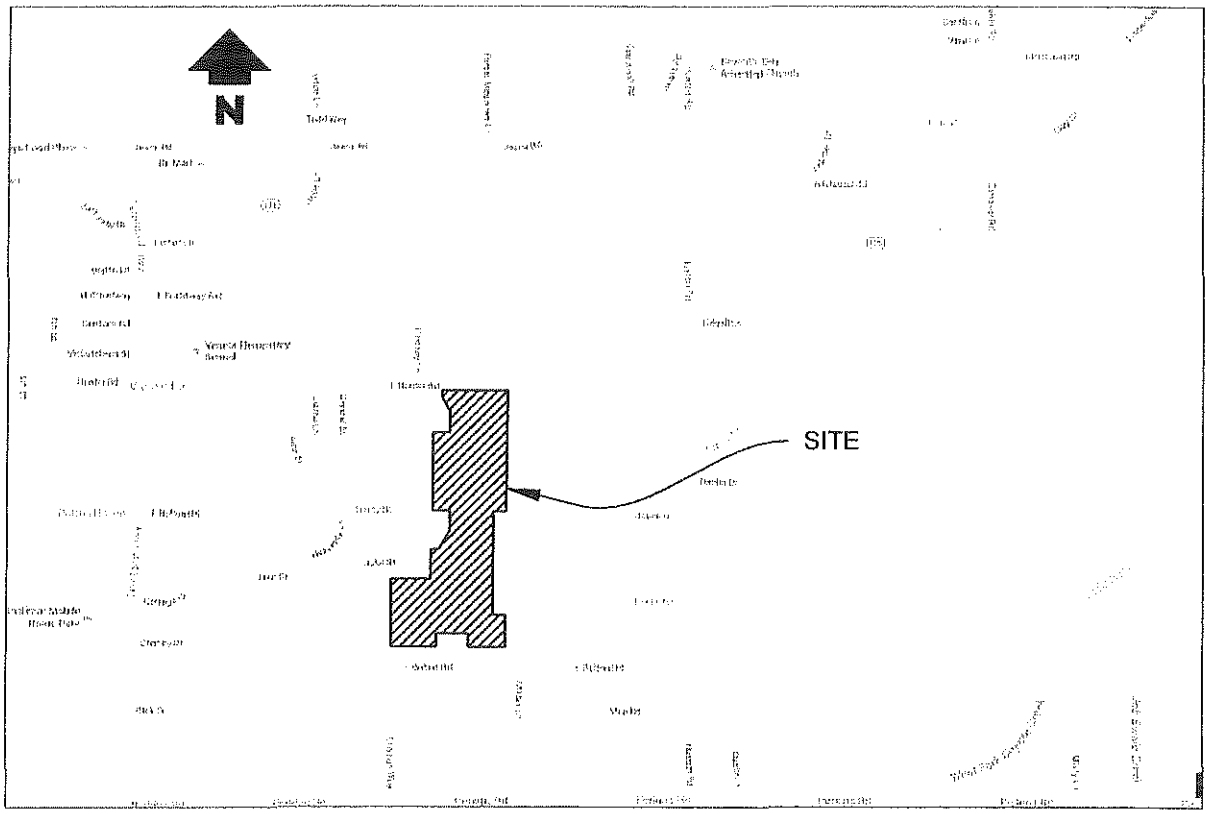
Appendix A

Figures

Figure 1

Sarto Village Zone Change Traffic Impact Study

Vicinity Map

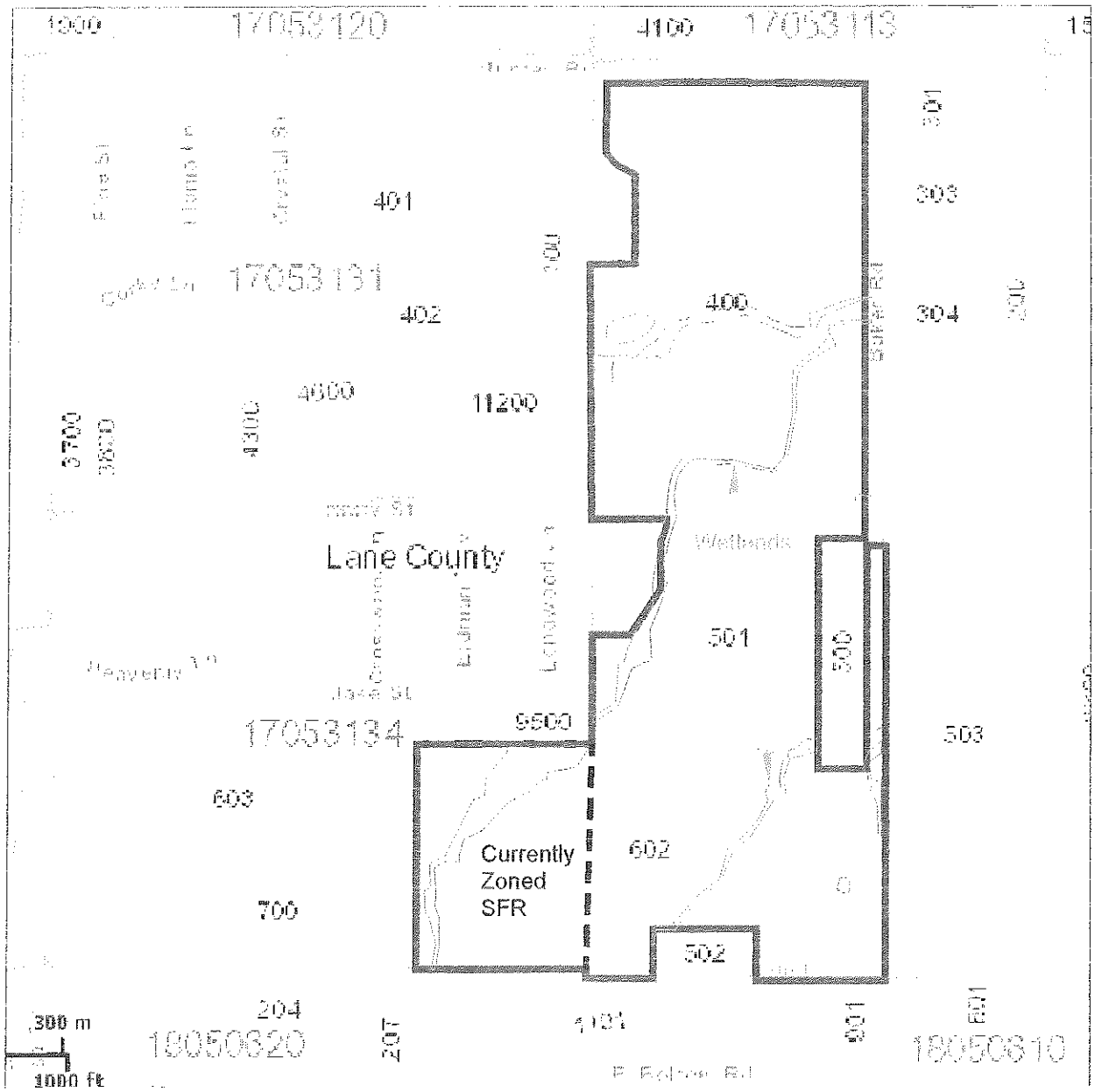


Access Engineering

Figure 2

Sarto Village Zone Change Traffic Impact Study

Site Plan



Access Engineering

Figure 3

Sarto Village Zone Change Traffic Impact Study

Existing DHV

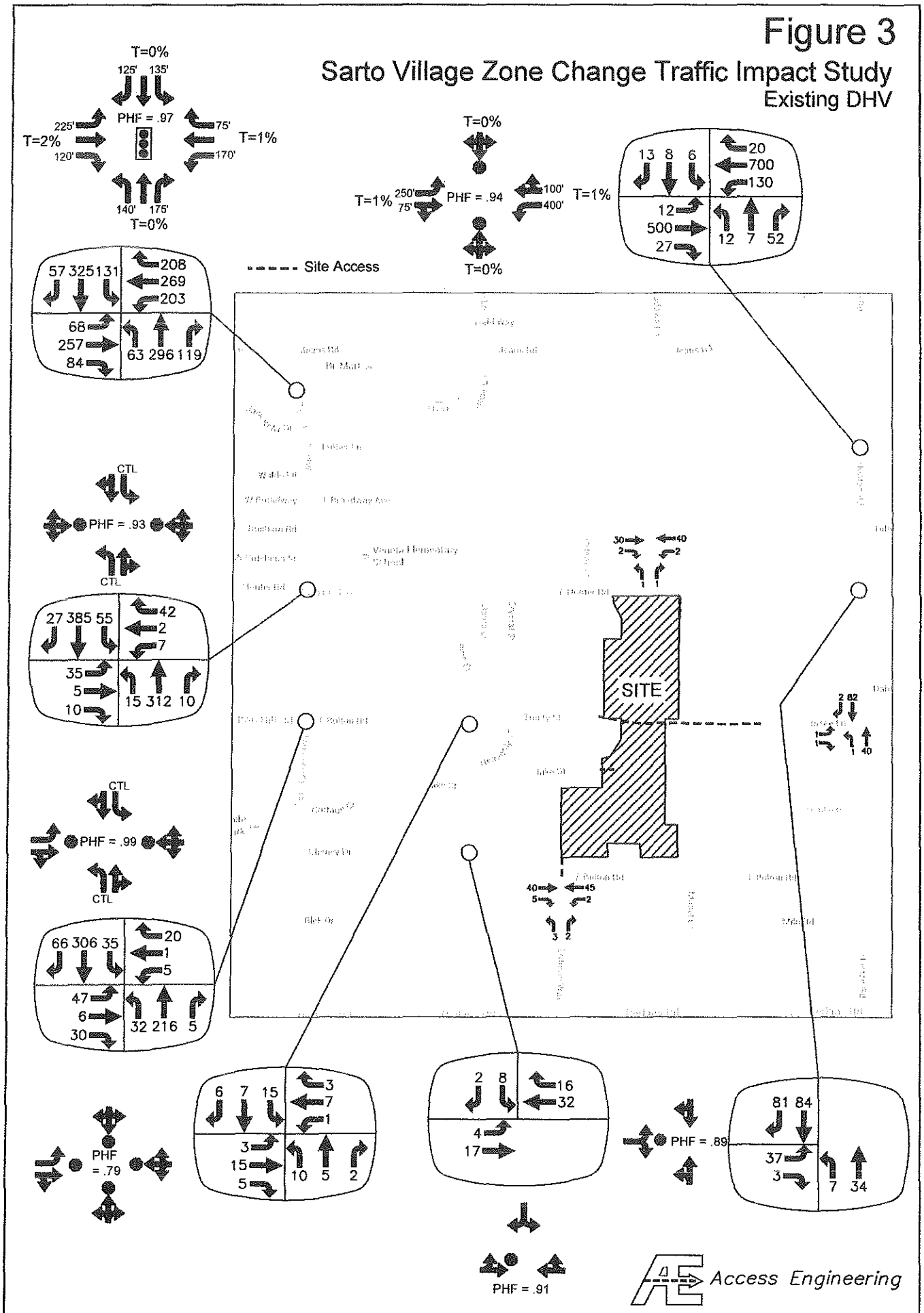
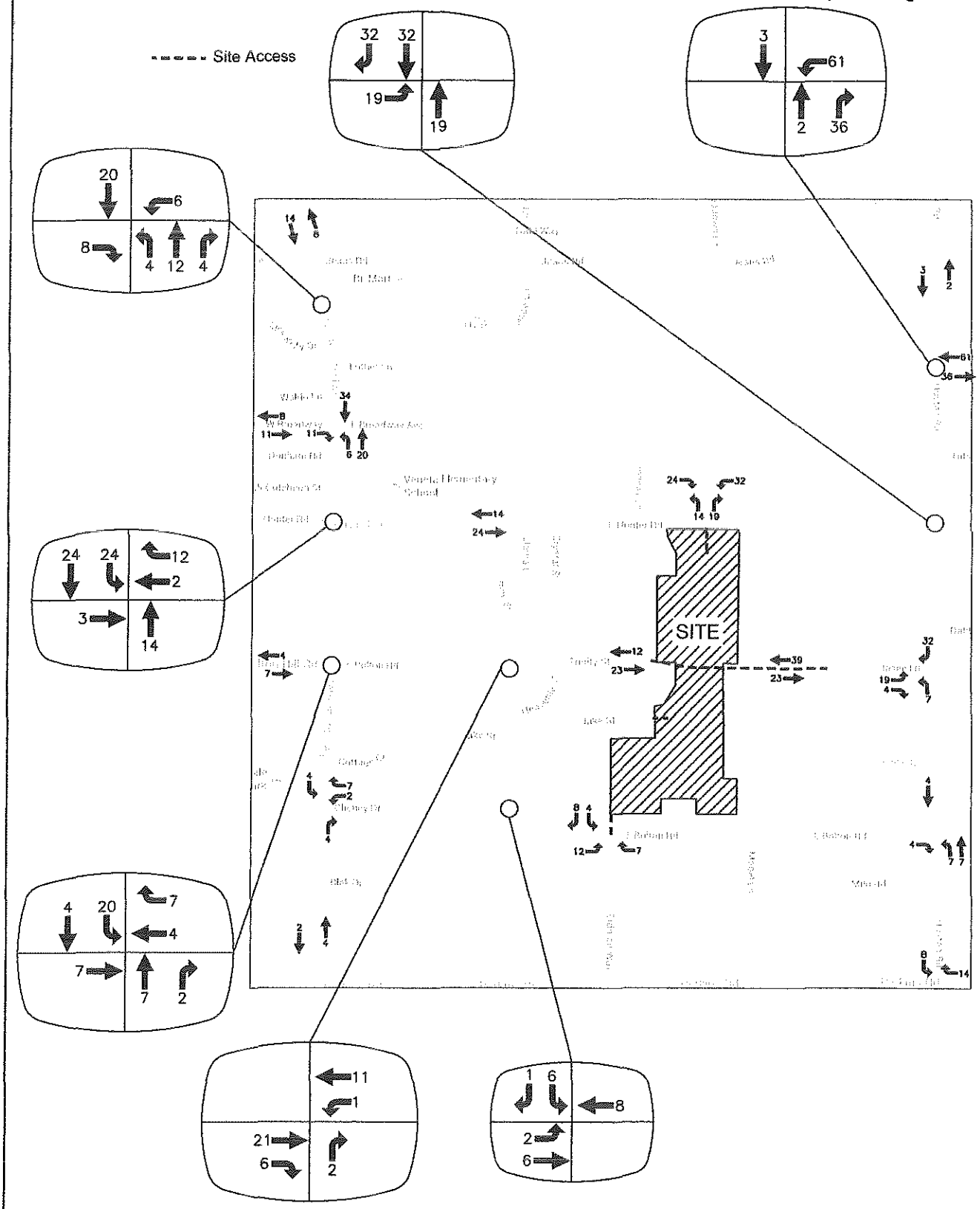


Figure 4

Sarto Village Zone Change Traffic Impact Study

Worst Case Trip Assingment

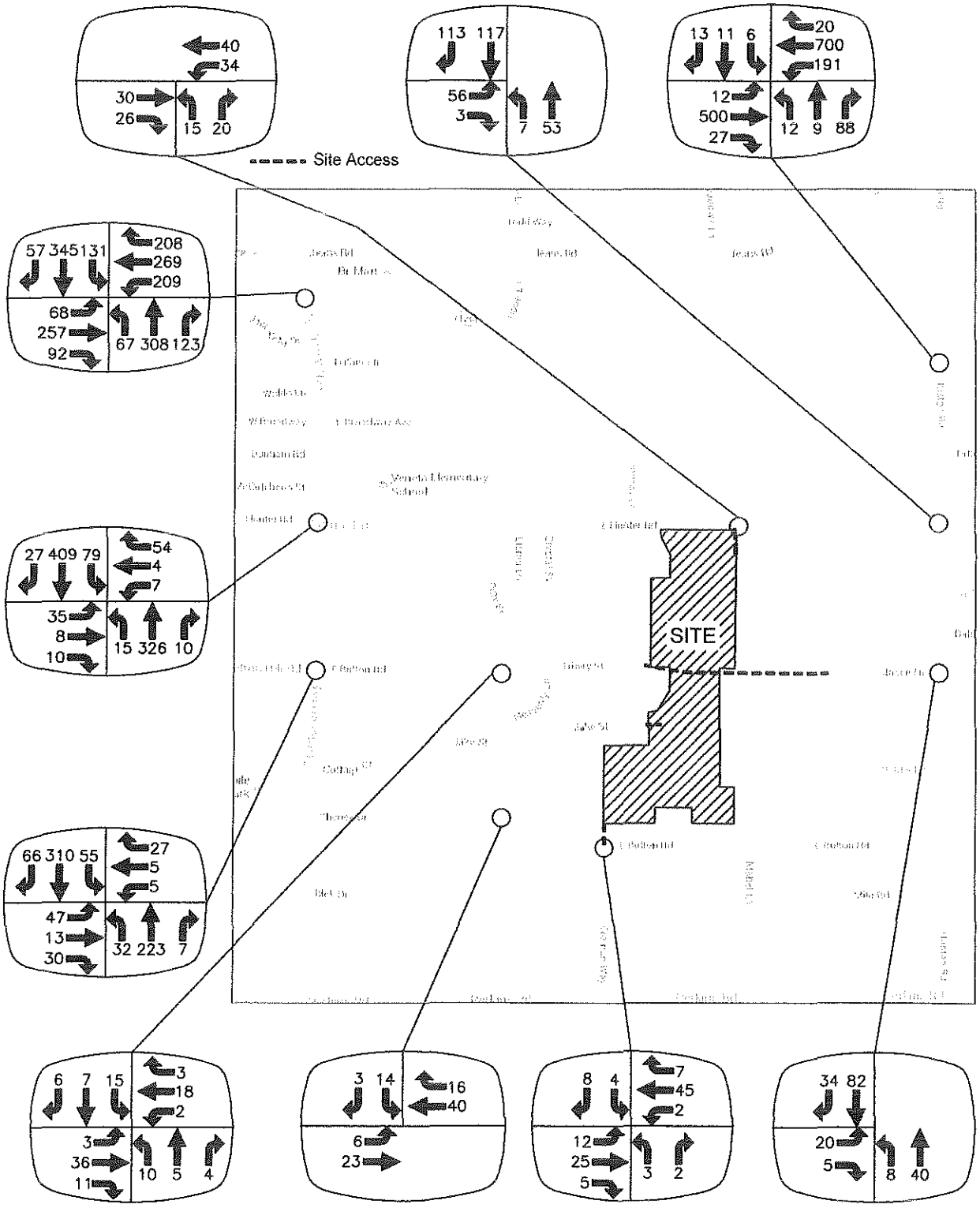


Access Engineering

Figure 5

Sarto Village Zone Change Traffic Impact Study

2016 Build



Access Engineering

Figure 6

Sarto Village Zone Change Traffic Impact Study

2026 DHV's

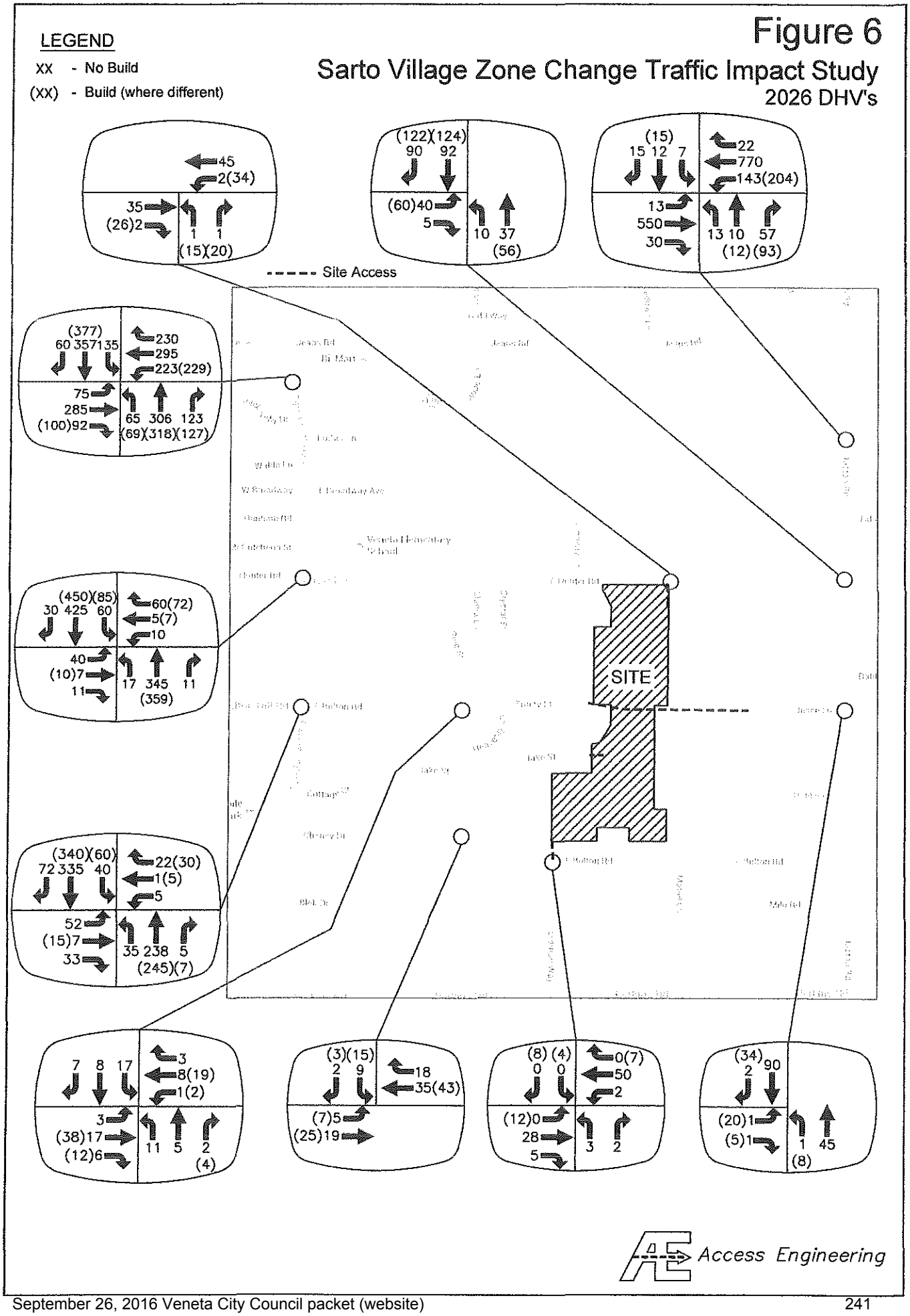


Figure 7

Sarto Village Zone Change Traffic Impact Study

Trip Cap Trip Assingment

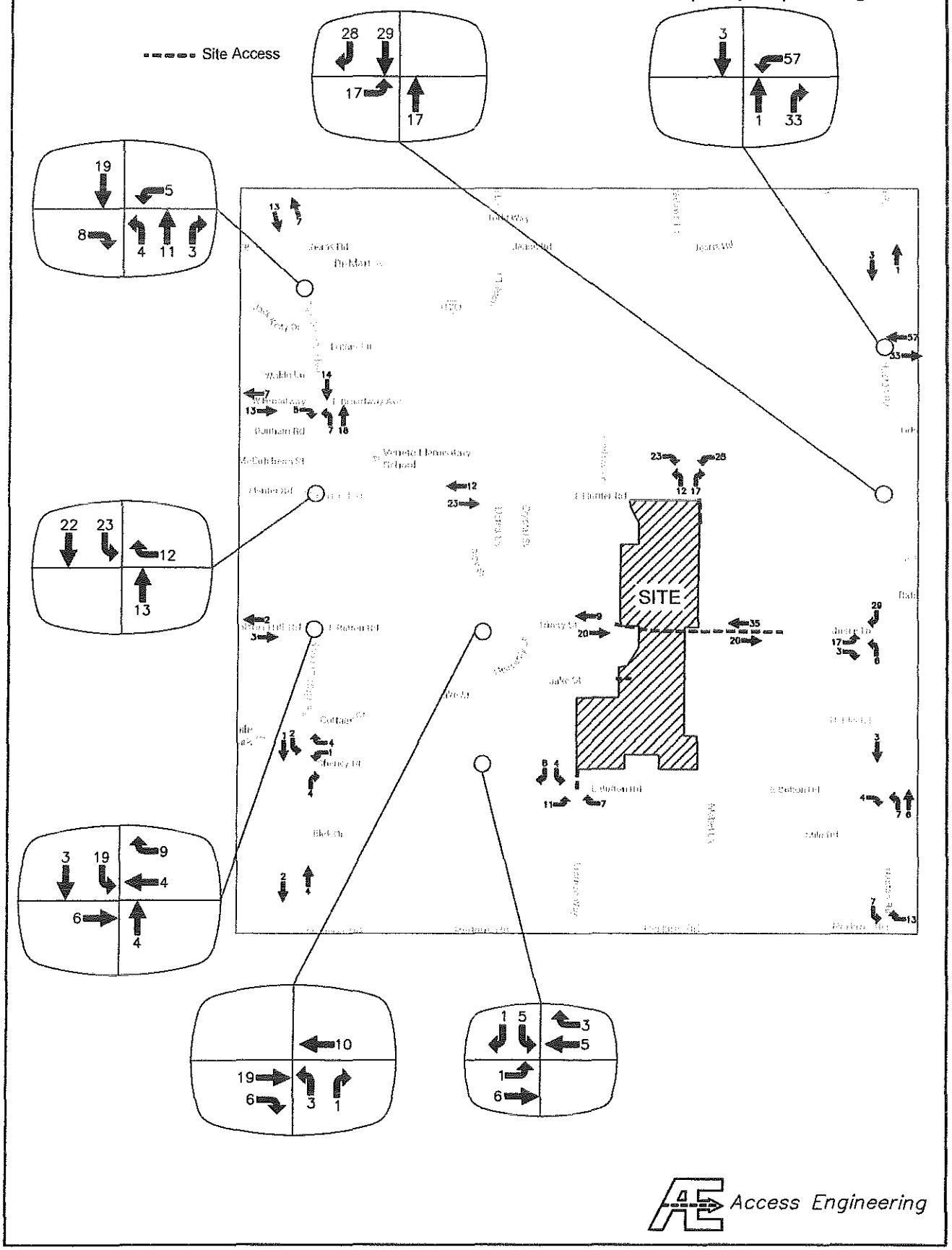


Figure 8

Sarto Village Zone Change Traffic Impact Study

2026 DHV's with Trip Cap

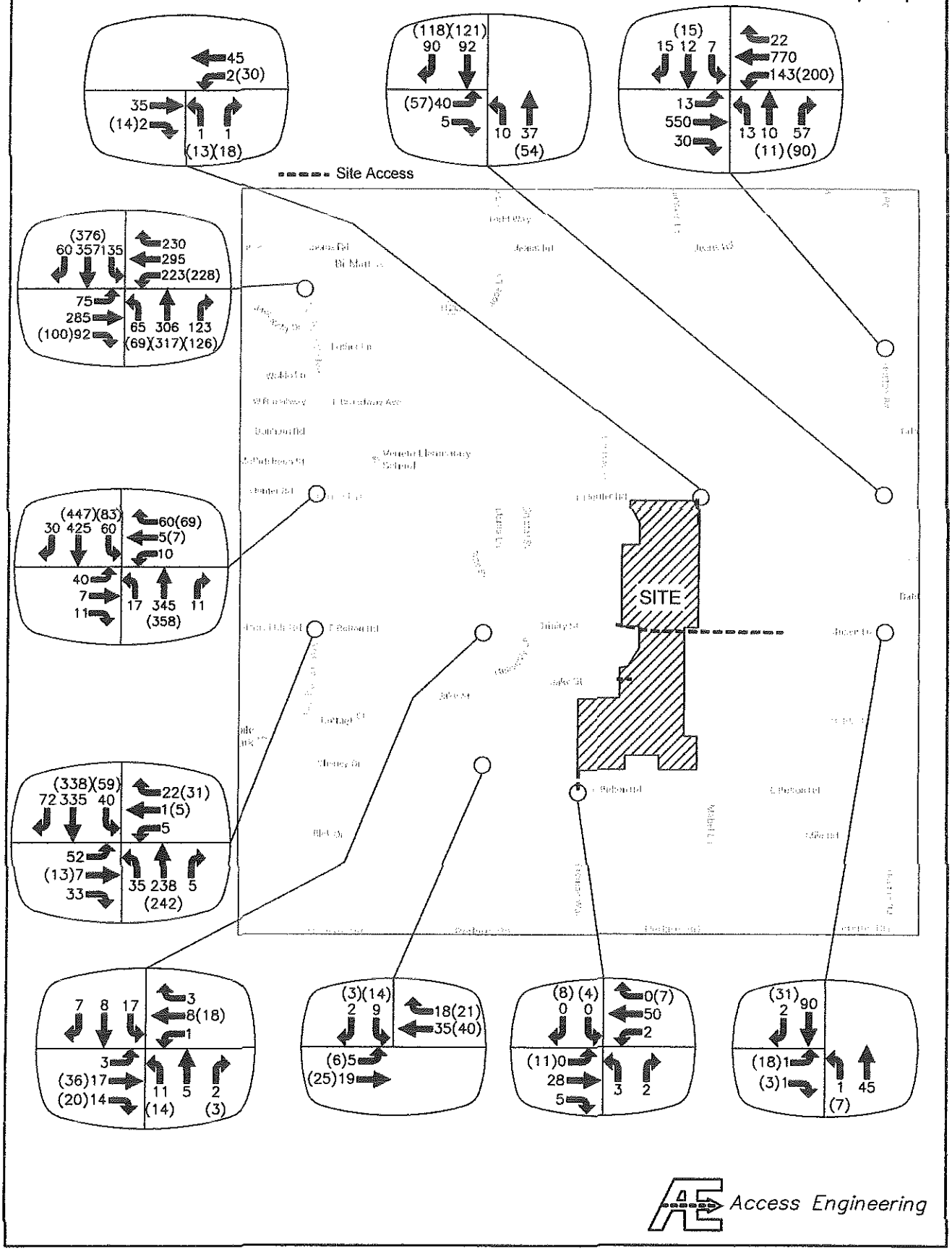


Figure 9

Sarto Village Zone Change Traffic Impact Study

Proposed Development Trip Assingment

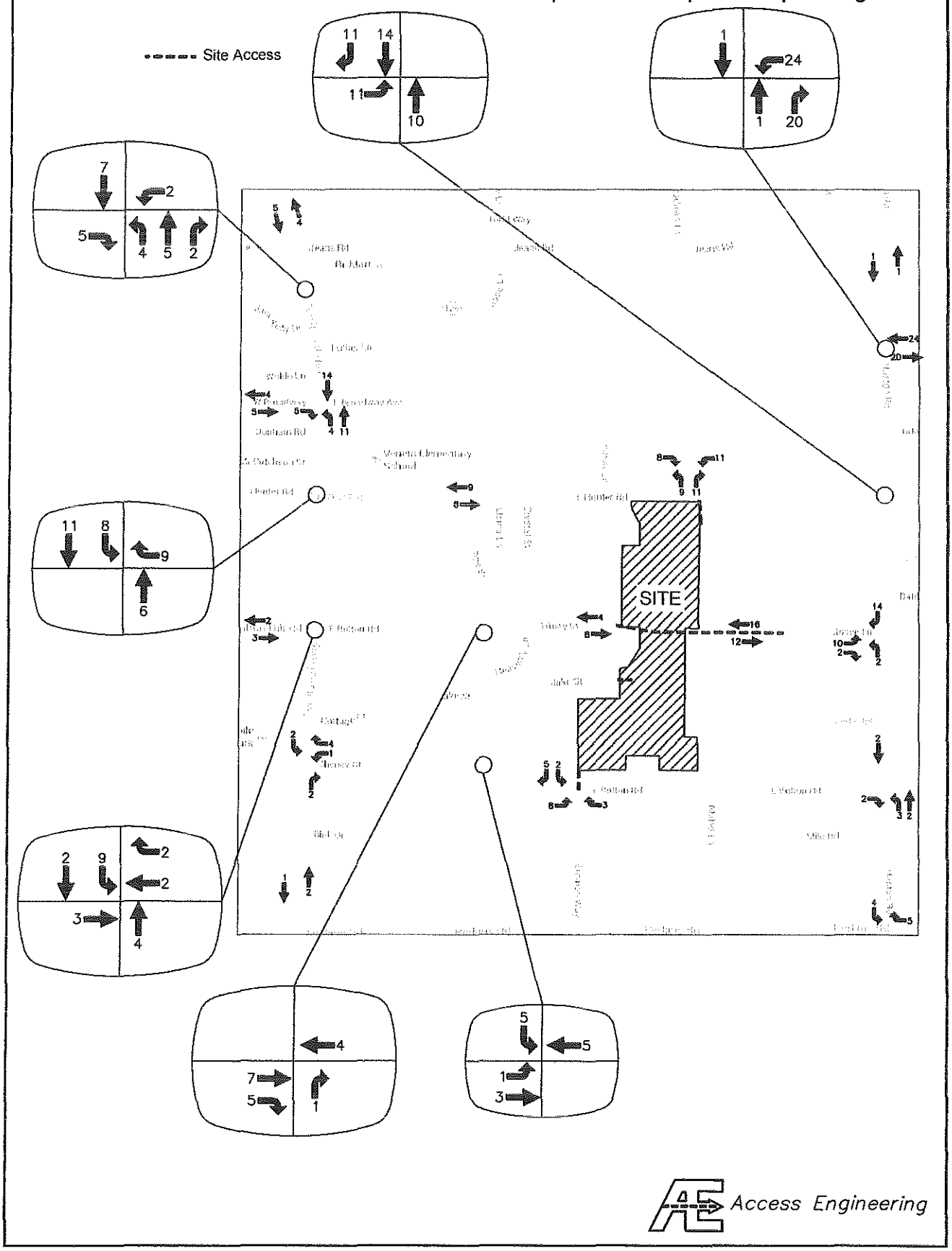
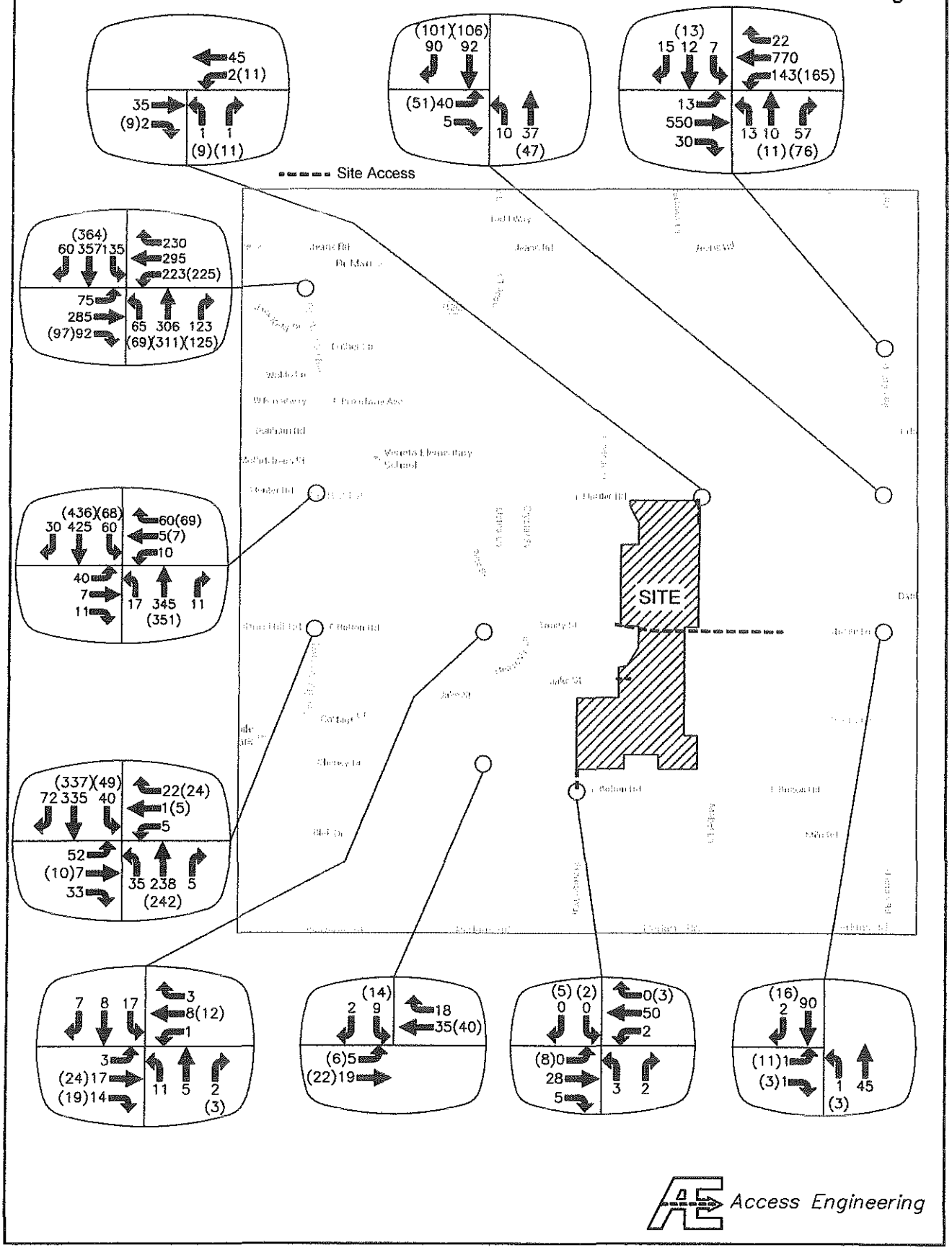


Figure 10

Sarto Village Zone Change Traffic Impact Study

2026 DHV's with Sarto Village



Appendix F

2026 Trip Cap & Sarto Village Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	550	30	200	770	22	13	12	90	7	15	15
Future Volume (vph)	13	550	30	200	770	22	13	12	90	7	15	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	250		75	400		100	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	300			300			25			25		
Satd. Flow (prot)	1646	1733	1473	1646	1733	1473	0	1557	0	0	1475	0
Flt Permitted	0.950			0.950				0.994			0.991	
Satd. Flow (perm)	1646	1733	1473	1646	1733	1473	0	1557	0	0	1475	0
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		5854			492			1428			324	
Travel Time (s)		72.6			6.1			27.8			6.3	
Confl. Peds. (#/hr)						4			4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Parking (#/hr)											0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	585	32	213	819	23	0	123	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			10			10	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.27	1.11
Turning Speed (mph)	20		15	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	550	30	200	770	22	13	12	90	7	15	15
Future Volume (Veh/h)	13	550	30	200	770	22	13	12	90	7	15	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	585	32	213	819	23	14	13	96	7	16	16
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823			585			1866	1862	589	1872	1862	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823			585			1866	1862	589	1872	1862	823
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 %	98			79			60	77	81	77	72	96
cM capacity (veh/h)	808			995			35	57	510	31	57	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	585	32	213	819	23	123	39
Volume Left	14	0	0	213	0	0	14	7
Volume Right	0	0	32	0	0	23	96	16
cSH	808	1700	1700	995	1700	1700	151	71
Volume to Capacity	0.02	0.34	0.02	0.21	0.48	0.01	0.82	0.55
Queue Length 95th (ft)	1	0	0	20	0	0	132	58
Control Delay (s)	9.5	0.0	0.0	9.6	0.0	0.0	90.2	106.5
Lane LOS	A			A			F	F
Approach Delay (s)	0.2			1.9			90.2	106.5
Approach LOS							F	F

Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
Future Volume (vph)	75	285	97	225	295	230	69	311	125	135	364	60
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1320
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1630	1716	1419	1646	1733	1473	1662	1750	1465	1662	1750	1320
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	77	294	100	232	304	237	71	321	129	139	375	62
RTOR Reduction (vph)	0	0	75	0	0	95	0	0	73	0	0	43
Lane Group Flow (vph)	77	294	25	232	304	142	71	321	56	139	375	19
Confl. Peds. (#/hr)			4						4			52
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.3	21.2	21.2	16.4	30.3	30.3	6.2	21.9	38.3	12.2	27.9	27.9
Effective Green, g (s)	7.8	22.6	22.6	16.9	31.7	31.7	6.7	22.4	39.3	12.7	28.4	28.4
Actuated g/C Ratio	0.09	0.25	0.25	0.19	0.35	0.35	0.07	0.25	0.43	0.14	0.31	0.31
Clearance Time (s)	4.5	5.4	5.4	4.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	140	428	353	307	606	515	122	432	700	232	548	413
v/s Ratio Prot	0.05	c0.17		c0.14	0.18		0.04	0.18	0.01	c0.08	c0.21	
v/s Ratio Perm			0.02			0.10			0.02			0.01
v/c Ratio	0.55	0.69	0.07	0.76	0.50	0.28	0.58	0.74	0.08	0.60	0.68	0.05
Uniform Delay, d1	39.7	30.8	26.0	34.9	23.2	21.2	40.6	31.4	15.0	36.6	27.2	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	4.9	0.1	9.7	0.9	0.4	5.7	6.4	0.0	3.5	3.2	0.0
Delay (s)	43.4	35.7	26.1	44.6	24.1	21.6	46.3	37.9	15.1	40.0	30.4	21.7
Level of Service	D	D	C	D	C	C	D	D	B	D	C	C
Approach Delay (s)		34.9			29.5			33.4			31.8	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	7	11	10	5	69	17	351	11	68	436	30
Future Volume (Veh/h)	40	7	11	10	5	69	17	351	11	68	436	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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)	43	8	12	11	5	74	18	377	12	73	469	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1120	1056	485	1050	1066	383	501			389		
vC1, stage 1 conf vol	631	631		419	419							
vC2, stage 2 conf vol	490	425		631	647							
vCu, unblocked vol	1120	1056	485	1050	1066	383	501			389		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	98	98	97	99	89	98			94		
cM capacity (veh/h)	326	373	582	362	373	664	1063			1170		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	63	90	18	389	73	501
Volume Left	43	11	18	0	73	0
Volume Right	12	74	0	12	0	32
cSH	362	580	1063	1700	1170	1700
Volume to Capacity	0.17	0.16	0.02	0.23	0.06	0.29
Queue Length 95th (ft)	16	14	1	0	5	0
Control Delay (s)	17.0	12.3	8.4	0.0	8.3	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	17.0	12.3	0.4		1.1	
Approach LOS	C	B				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	10	33	5	3	24	35	242	5	49	337	72
Future Volume (Veh/h)	52	10	33	5	3	24	35	242	5	49	337	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	53	10	33	5	3	24	35	244	5	49	340	73
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	814	794	376	792	828	246	413			249		
vC1, stage 1 conf vol	474	474		316	316							
vC2, stage 2 conf vol	340	319		476	511							
vCu, unblocked vol	814	794	376	792	828	246	413			249		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	98	95	99	99	97	97			96		
cM capacity (veh/h)	456	460	670	436	438	792	1146			1317		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	43	32	35	249	49	413
Volume Left	53	0	5	35	0	49	0
Volume Right	0	33	24	0	5	0	73
cSH	456	606	658	1146	1700	1317	1700
Volume to Capacity	0.12	0.07	0.05	0.03	0.15	0.04	0.24
Queue Length 95th (ft)	10	6	4	2	0	3	0
Control Delay (s)	13.9	11.4	10.7	8.2	0.0	7.8	0.0
Lane LOS	B	B	B	A		A	
Approach Delay (s)	12.8		10.7	1.0		0.8	
Approach LOS	B		B				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Future Volume (vph)	3	24	19	1	12	3	11	5	3	17	8	7
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	4	30	24	1	15	4	14	6	4	22	10	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	58	20	24	41
Volume Left (vph)	4	1	14	22
Volume Right (vph)	24	4	4	9
Hadj (s)	-0.20	-0.08	0.05	0.01
Departure Headway (s)	3.9	4.0	4.2	4.1
Degree Utilization, x	0.06	0.02	0.03	0.05
Capacity (veh/h)	911	874	839	858
Control Delay (s)	7.1	7.1	7.3	7.3
Approach Delay (s)	7.1	7.1	7.3	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.2		
Level of Service	A		
Intersection Capacity Utilization	13.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	22	40	18	14	2
Future Volume (Veh/h)	6	22	40	18	14	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	7	24	44	20	15	2
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	124	16	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	16	17			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	97			
cM capacity (veh/h)	847	1063	1600			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	31	64	17
Volume Left	7	44	0
Volume Right	24	0	2
cSH	1005	1600	1700
Volume to Capacity	0.03	0.03	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.7	5.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	5.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	550	30	165	770	22	13	11	76	7	13	15
Future Volume (Veh/h)	13	550	30	165	770	22	13	11	76	7	13	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	585	32	176	819	23	14	12	81	7	14	16
Pedestrians					4						4	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823			585			1791	1788	589	1798	1788	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823			585			1791	1788	589	1798	1788	823
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 %	98			82			68	82	84	82	79	96
cM capacity (veh/h)	808			995			44	66	510	39	66	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	585	32	176	819	23	107	37
Volume Left	14	0	0	176	0	0	14	7
Volume Right	0	0	32	0	0	23	81	16
cSH	808	1700	1700	995	1700	1700	162	85
Volume to Capacity	0.02	0.34	0.02	0.18	0.48	0.01	0.66	0.44
Queue Length 95th (ft)	1	0	0	16	0	0	94	45
Control Delay (s)	9.5	0.0	0.0	9.4	0.0	0.0	62.6	76.8
Lane LOS	A			A			F	F
Approach Delay (s)	0.2			1.6			62.6	76.8
Approach LOS							F	F

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	66.1%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	5	10	47	106	101
Future Volume (Veh/h)	51	5	10	47	106	101
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	57	6	11	53	119	113
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	250	176	119			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	176	119			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	732	868	1469			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	64	232
Volume Left	57	11	0
Volume Right	6	0	113
cSH	744	1469	1700
Volume to Capacity	0.08	0.01	0.14
Queue Length 95th (ft)	7	1	0
Control Delay (s)	10.3	1.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	1.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	26	34	45	15	20
Future Volume (Veh/h)	35	26	34	45	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	39	29	38	51	17	22
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			68		180	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			68		180	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			1533		789	1014

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	68	89	39
Volume Left	0	38	17
Volume Right	29	0	22
cSH	1700	1533	902
Volume to Capacity	0.04	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	3.3	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	3.3	9.2
Approach LOS			A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	28	5	2	50	3	3	1	2	2	1	5
Future Volume (Veh/h)	8	28	5	2	50	3	3	1	2	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	30	5	2	54	3	3	1	2	2	1	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	57			35			116	112	32	112	112	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			35			116	112	32	112	112	56
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 %	99			100			100	100	100	100	100	100
cM capacity (veh/h)	1547			1576			851	773	1041	858	772	1011

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	44	59	6	8
Volume Left	9	2	3	2
Volume Right	5	3	2	5
cSH	1547	1576	890	933
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1	1
Control Delay (s)	1.5	0.3	9.1	8.9
Lane LOS	A	A	A	A
Approach Delay (s)	1.5	0.3	9.1	8.9
Approach LOS			A	A

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	15.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	3	3	45	90	16
Future Volume (Veh/h)	11	3	3	45	90	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	3	3	51	101	18
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	167	110	119			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167	110	119			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	822	943	1469			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	15	54	119
Volume Left	12	3	0
Volume Right	3	0	18
cSH	844	1469	1700
Volume to Capacity	0.02	0.00	0.07
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.3	0.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	0.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

MGA
MYHRE GROUP ARCHITECTS

August 24, 2016

City of Veneta – Planning Commission
C/O Lisa Garbett, Associate Planner
88184 8th St
PO Box 458
Veneta, OR 97487

RE: Sarto Village - Response to new evidence submitted during open record extension
Project Name: Sarto Village Zone Change
Project #151820

Dear Veneta Planning Commission,

As a follow up and respond to the new information submitted during the open record period Sarto Village offers the following items:

- Our understanding is that the corporate status of a Property Owner is not an approval criteria for a Zone Change & Comprehensive Plan Amendment request. If this were the case than many Non-profit organizations such as Hospitals, Churches and Senior Living facilities would not be possible in many Communities. All of these organizations provide important and unique contribution to the Community they populate. Furthermore the final corporate status for this project has not been determined at this time.

- Sarto Village's Zone Change & Comprehensive Plan Amendment request is based on a substantial need for housing and specifically senior housing as outlined in the original application in the City of Veneta and surrounding area. It is our belief that a full spectrum of housing including non-profit options are needed in the City of Veneta and this request has the potential to substantially contribute to this need.

- Sarto Village has no test or preferences for residents based on religion.

- Traffic safety is of great concern by all parties and Sarto Village is dedicated to providing many improvements as part of their development. These will be addressed in more detail in upcoming public works and approval processes with the City of Veneta. Sarto Village is committed to provide their fair share of public works improvements as is standard for similar projects.

- During the Planning Commission Hearing on August 2, 2016 Sarto Village requested a modification to the City Staff requested Condition of Approval for a Trip Cap. Therefore the Planning Commission requested that the Applicant's Traffic Engineer supplement the TIA to establish a Trip Cap that would be acceptable to the Applicant, not trigger mitigation and be supported by the City Engineer. Therefore the Applicant's Traffic Engineer (Access Engineering, LLC) initial discussed and evaluated the Trip Cap with the City Engineer to keep below the threshold for required mitigation. This updated study was ran using the HCM2000 version.

ODOT reviewed the conclusions and requested the study be redone using HCM2010. ODOT's request was done and incorporate in the final technical memorandum dated August 17, 2016 by Access Engineering, LLC to the original TIA. This updated memorandum supports a development of 227 family dwellings that could generate 220 trips with no mitigation required due to the fact that in the analysis Huston Road at Oregon 126 intersection is not failing within the required timeline.

Therefore Sarto Village respectfully request that the new Condition of Approval utilize a Trip Cap of 220 and the Planning Commission recommend approval of this Zone Change & Comprehensive Plan Amendment request to the City Council.

Sincerely,
MYHRE GROUP ARCHITECTS, INC.

Raymond Yancey, AIA, NCARB
Principal

End of Document

Exhibit B

Oregon
Kate Brown, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building A
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: August 9, 2016

TO: Bill Johnston
Region 2 Senior Planner

FROM: Keith P. Blair, PE
Region 2 Senior Transportation Analyst

SUBJECT: Sarto Village (Veneta) – Transportation Planning Rule
TPR Analysis Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated August 5, 2016) to address traffic impacts due to the Sarto Village proposed plan amendment and zone change on three large parcels in the city of Veneta, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual* (*APM*). Both versions of the *APM* were most recently updated in May 2016. Current versions are consistently published online at: http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

- Region Traffic assumes all land uses and densities offered under both the current and proposed zones are consistent with the City's code as cited in the report.
- This study does not contain a simulation-based queuing analysis. Such analysis would have been scoped if this study had been required under ODOT's authority.

Recommended analysis items to be addressed:

1. It appears this study has produced and utilized software reports that utilize outdated methodology from the *Highway Capacity Manual 2000* rather than that of the current *Highway Capacity Manual 2010* (HCM 2010) for the unsignalized intersections. As the v/c for the OR 126 @ Huston Road unsignalized study intersection is approaching the mobility target under the TPR analysis and trip cap proposals, the study should be modified to report and utilize operational performance per HCM 2010 methodology. This is likely to have an effect on the operational analysis and may be significant to have an effect on the conclusions of the TPR analysis, such as altering or possibly eliminating the proposed trip cap. However, as the trips generated from the proposed development are anticipated to be significantly less than the proposed trip cap, the City may choose to accept the conclusions of the study as submitted.

Proposed mitigation comments:

2. ODOT maintains jurisdiction of the Florence-Eugene Highway No. 62 (OR 126) and the Territorial Highway No. 200 (OR 200). ODOT approval shall be required for any proposed mitigation measures to these facilities.

Thank you for the opportunity to review this traffic impact analysis. As the Synchro files were not provided, Region 2 Traffic has only reviewed the submitted report. It is likely comment #1 will have an effect on the operational analysis results which may be significant enough to have an effect on the proposed trip cap. As such, ODOT recommends the TPR analysis be revised to address this comment. However, as the proposed development will generate trips which are approximately half the currently proposed trip cap, the City may choose to accept the conclusions of the study as submitted. If the City determines the need for reanalysis, we would be willing and able to assist with an additional round of review. If there are any questions regarding these comments, please contact me at (503) 986-2857 or Keith.P.Blair@odot.state.or.us.

DATE: August 26, 2016

PROJECT: Sarto Village Zone Change (CP/ZC-1-16)

TO: Lisa Garbett, Associate Planner
City of Veneta

FROM: Lane Branch, Branch Engineering

RE: Revised Traffic Impact Analysis Review Comments

Thank you for the opportunity to assist the City and provide findings and conditions for the Sarto Village Zone Change. The following is a summary of findings and recommendations for the City's consideration regarding the revised traffic impact analysis:

Traffic Impact Analysis

Items Reviewed

Sarto Village Zone Change Revised TIA, dated August 5, 2016 and Sarto Village Addendum, dated August 17, 2016 prepared by Access Engineering, Inc.

Comments: Revised Sarto Village TIA, August 5, 2016

TIA1. The proposed trip cap for limiting the amount of traffic from the April 15th TIA was increased from 100 to 200 pm peak hour trips in the August 5th, 2016 Revised TIA as indicated on pages 1, 12, 13, 14 and Figures 7-10 in Appendix A. Supporting SYNCHRO files with the revised traffic volumes were provided in Appendix F. The revised TIA did not include stipulations for proposed age related housing/development; only the number of PM peak hour trips (200) the site can support in future year scenarios analyzed without causing facilities to fail to meet the performance mobility standards identified by their jurisdictional authority. The controlling facility appears to be the intersection of Huston Road at Highway 126, which is owned and maintained by the Oregon Department of Transportation as reported in the revised TIA. This intersection would operate with a v/c ratio near the tolerable limit of the 0.85 in the year 2026 traffic conditions with worst case scenario development traffic associated with the proposed zoning.

TIA2. The proposed development includes construction of adult housing and various elder and congregate care types of uses on the buildable area of the site's 50.78 acres, including a portion of the site that is currently zoned for single family residential (SFR) uses. The combined total trip generation from the proposed development would be less than 100 PM peak hour trips and would not require a traffic study per Section 5.27 of City of Veneta Development Ordinance 493, Article 5. The SFR component of the existing site is identified in the analysis and on the zoning map as the southwest corner of taxlot 602 of assessor's

map 17-05-31-34 and totals approximately 7.17 acres according to the traffic study. The area already zoned SFR is not proposed to be changed to the GR zoning with the site's land use applications. The revised traffic impact analysis concludes that the proposed trip cap of 200 pm peak hour trips applicable to the zone change does not include the 7.17 acres of land currently zoned for SFR uses even though the development area appears to include the 7.17 acres of land in its development density and trip generation calculations.

FINDING: Since the zone change application is based on planned development/uses of the entire site, and a site plan has been prepared to support the planned development that includes all of the site property in the development scenario, the site should be considered as one development site. If actual development on the site occurs in phases, the trip generation from the entire site should be evaluated by the owner/developer's traffic engineer prior to issuance of any building permits to determine if the site as a whole generates 100 or more peak hour trips. If/when the site generates 100 or more PM peak hour trips and when any development on the site occurs after the 100 PM peak hour trip threshold is exceeded; a traffic study should be prepared by the owner/developer's traffic engineer to address traffic conditions per Section 5.27 of the City of Veneta's Land Use Ordinance No. 493.

FINDING: The existing Hunter Road roadway conditions do not include bike lanes or pedestrian facilities that are identified in the City of Veneta's transportation system plan for the major collector street functional classification. The TPR criterion addresses the functional classification and capacity at the planning level for motor vehicle traffic (i.e. what is planned during the TSP plan year) and does not include stipulations for bike lanes and/or pedestrian facilities.

FINDING: If required with future development proposal(s), a traffic impact analysis should include an inventory and assessment of the adequacy of the existing level of improvements for motor vehicle, bicycle and pedestrian users and the capability of existing facilities within the study area to accommodate both motorized and non-motorized modes of traffic and any potential for increase with development.

<u>Comments: Sarto Village Technical Memorandum, August 17, 2016</u>

TIA3. The trip cap of 200 PM peak hour trips for limiting the amount of traffic proposed in the August 5, 2016 Revised TIA is proposed to be removed. Comments were received from the Oregon Department of Transportation concerning the analysis procedure methodology resulting in a reanalysis of the traffic conditions by the applicant's traffic engineer using the current ODOT standard procedures methodology. The current ODOT standard analysis procedure includes analysis of unsignalized intersections utilizing year 2010 Highway Capacity Manual (HCM) analysis procedures and the year 2000 HCM for signalized intersections. Previous analyses for Sarto Village utilized the year 2000 HCM methodology for both signalized and unsignalized intersections. The two HCM analysis procedures have different methodologies and yield different v/c and LOS results with the same inputs. The intersection of Huston Road at Highway 126, which is owned and maintained by the Oregon Department of Transportation, would operate with a v/c ratio of 0.72 in the year 2026 with worst case scenario development traffic associated with the proposed zoning's maximum allowed development density and the site's buildable land area. The v/c ratio of 0.72 is below the ODOT maximum performance standard v/c of 0.85. The conclusion from the Technical Memorandum is that the trip cap is not required to mitigate future potential traffic conditions to satisfy the TPR. This conclusion appears to be supported by SYNCHRO outputs that utilize the 2010 HCM for unsignalized intersections.

TIA4. The technical memorandum identifies with 220 PM peak hour trips supported during the year 2026 traffic conditions without requiring mitigation. A follow-up response from the applicant's architect representative (Myhre Group) refers to a trip cap of 220 PM peak hour trips. Previous analyses proposed trip caps of 97 PM peak hour trips and 200 PM peak hour trips, while documenting that the site could support up to 227 single family dwellings based on the buildable land and the development density permitted by the City of Veneta's Development Ordinances. The potential for development of 227 dwelling units was documented to generate up to 217 PM peak hour trips that could result in exceeding the performance mobility standards at nearby facilities. The potential worst case development scenario is the maximum amount of development the site could support if it were developed to the maximum development densities (units/acre) permitted in City of Veneta Development Ordinances.

FINDING: The zone change to allow a greater development density is documented through the TIA process and the proposed zoning conditions and buildable land on the site is shown to support up to 227 single family residences that could generate up to 217 PM peak hour trips without a trip cap. If the applicant is proposing a trip cap of 220 PM peak hour trips, the trip generation should be documented based on the number of potential dwellings and should utilize trip generation rates consistent with the previous analyses applied to the number of dwelling units. The development of 227 single family dwellings discussed throughout the TIA process is not consistent with 220 PM peak hour trips. Further, the August 17, 2016 technical memorandum states that a trip cap is not required, while the August 24, 2016 Myhre Group response letter states that a trip cap of 220 PM peak hour trips is proposed.

FINDING: The applicant should provide documentation indicating why the proposed mitigation evolved from 97 PM peak hour trips commensurate with various elder and congregate care types of uses to 200 PM peak hour trips to no mitigation and then 220 PM peak hour trips.

Please let me know if you have any questions about this review.

Sincerely,

Branch Engineering Inc.

Exhibit D

Lisa Garbett

From: Ryan Thomas <rthomasconst@yahoo.com>
Sent: Wednesday, July 06, 2016 4:59 PM
To: Lisa Garbett
Subject: Land Use Change Application CP/ZC-1-16

Lisa,

Please have the following included in the staff report and record for the above-referenced land use change proposal.

I received the notice of a land use change application for property that adjoins the Trinity Terrace subdivision where a house I own is located. Trinity Terrace is a very nice, quiet neighborhood, one of the nicest in Veneta. My concern with this proposed land use change to medium density residential, also assuming some of the existing streets in Trinity Terrace would be extended through to connect this development, is that the traffic through Trinity Terrace will increase tremendously. This increased traffic, serving a greater density of people in the new development, will fundamentally change the character and livability of Trinity Terrace. I am also concerned this could adversely affect property values for homeowners in Trinity Terrace by adversely affecting quality of life in this neighborhood.

I would much rather see a like neighborhood of nice, low density/rural residential development as currently designated, be developed on this property. I believe changing it to medium density is too drastic a zoning change for this particular subdivision and its current relative seclusion. This being said, I am somewhat relieved to hear that the proposed development is currently intended to be a retirement and elder care community, which I feel would be less of an impact than other allowable development within a medium density designation. However, what is the guarantee that once (if) this proposed land use change is adopted the actual initial development will continue as retirement/elder care, be fully developed as such or remain as such in the future once developed? Once the medium density designation is made I would assume any allowable development for that density would be permissible including low income, multi-family housing and apartment complexes.

My first desire would be against this proposed land use change and leaving it as is. If the city decides to allow the change, I request and urge that the city make this allowance conditional on a specific medium density use, limited to retirement and elder care perpetually with no other medium density use types allowed for the property.

Sincerely,
Ryan Thomas

Lisa Garbett

From: Jim Eagle Eye <j.eagleeye@yahoo.com>
Sent: Tuesday, July 12, 2016 4:30 PM
To: Lisa Garbett
Subject: Comments on Zoning and Comprehensive Plan Amendment Request

Comments on Zoning and Comprehensive Plan Amendment Request
Tax Lots 00400 – 00501 – 00602

My primary concern with allowing property along Hunter Road to be rezoned to be developed at a higher density is how the increased traffic along Hunter will exacerbate the already existing public safety issue by increasing cars on the road. As a resident who drives Hunter daily and as the parent of a child who walks and bikes the road, I see daily the hazards that occur when pedestrians and bikes have to be in a lane of travel with vehicles swerving into opposing traffic lanes to avoid them or having to stop in their lane because another vehicle is coming in the opposing lane. These conditions have continually worsened as smaller subdivisions have been built along Hunter or in relative proximity to Hunter, and drivers determine that the drive time is less than using Territorial, especially when they exceed the posted speed limit of 25 miles per hour.

I know that there have been several factors that have made it unfeasible to upgrade Hunter Road, including limited city funding. As the City and Planning Commission have looked at requests for approving development along Hunter, the City Transportation Plan calls Hunter Road a major collector and we have used this classification to determine traffic capacity. However, the TSP definition of a major collector is a 60' right of way with 34' paved, including 11' traffic lanes, 6' bike lanes, and sidewalks and no parking on either side. No portion of Hunter is built to this standard and is not likely to be built in the near future.

It is important to be sure that we are considering the importance of public safety in determining the criteria of city services being available. Perhaps low density zoning instead of medium density would lessen the impact on public safety and would better align with the neighboring and abutting properties that are zoned low density and rural residential.

As the eastern area of the City is developed, it will require the installation of pump stations, and as these facilities will become city owned and maintained, it is important that the City ensure that these facilities are built to the appropriate sizes, locations, and quantities to best serve the city. Is the City willing to accept a pump station from any and every possible development, no matter the size, location, and ultimate number of stations requiring attention? The applicant states that the pump station will be sized for the needs of the project. I believe it should be sized for the potential build-out of the property should there be any potential for further development other than that proposed. This consideration should apply to any further pump station to ensure that once they become City owned they are of appropriate capacity.

Jim Eagle Eye

Lisa Garbett

From: Andrea Larson <adl3738@gmail.com>
Sent: Tuesday, July 12, 2016 5:03 PM
To: Lisa Garbett
Subject: Rezoning Request for Tax Lots 00400 – 00501 – 00602

Rezoning Request for Tax Lots 00400 – 00501 – 00602

I am writing to express my concern about how the rezoning request for tax lots 00400, 00501, and 00602 will impact traffic along Hunter Road. There is already an issue with pedestrian and bicycle safety on Hunter which seems to continue to get worse in spite of the fact that there has been limited development along the road over the last few years. By allowing for denser housing, you will be increasing cars on the road. As it is, every trip that I take along Hunter requires at least one instance of having to navigate around pedestrians or bicyclists, and often having to stop in the road to allow another car to go by before going around the walker or biker. I regularly see drivers going much faster than the speed limit, and faster than anyone should be driving on this type of road. I also see drivers make bad decisions about school buses and other vehicles that are obeying the posted speed. With increased vehicular traffic, these instances will only increase.

My daughter walks and rides her bike along the road, as do many other young people. Numerous school age youth wait for buses along Hunter in the mornings, and walk home from their stops in the afternoons. As a school board member, I argued against a proposed bus drop-off route for Veneta Elementary that would have significantly increased bus traffic along Hunter Road because I was concerned about the safety of our students and the nearby residents, and I am extremely concerned that increasing traffic on Hunter will eventually result in tragedy if we do not consider the reality of how much the road is used by pedestrians and bicyclists of all ages, and school age children in particular.

Thank you for considering the needs and safety of your existing residents and tax payers over those of the development group making this request.

Andrea Larson

25456 E Hunter Road

Veneta, Oregon 97487

Lisa Garbett

From: Melissa Ratzlaff <windfall.ratzlaff@gmail.com>
Sent: Tuesday, July 12, 2016 10:21 PM
To: Lisa Garbett
Subject: Regarding the Sarto Village Development

We would like to provide our comments regarding the proposed Sarto Village Development. We live directly across from the proposed development on E Hunter, known previously as Baker Lane. We like the idea of a senior development in a park like setting. However, we have the following comments/concerns:

1. The current parcel size is 1-2 acres and the development is asking for triplex units and multi-story buildings. This greatly exceeds the current use. We would like to see single family homes with a minimum 1/3 acre parcels such as Fern Meadows to maintain the aesthetics of the area. The parcels sizes and forested nature of the area were some of the reasons we moved to Veneta.

2. We would ask that sidewalks be added on East Hunter Road from Territorial to Huston for pedestrian safety. Traffic has dramatically increased with a significant percentage of vehicles travel faster than the stated speeds. Likewise, there are a lot of pedestrian traffic on the road with minimal shoulders. With the increase of residents and workers, the likelihood of an accident increases.

3. We would request that other arterials be considered beyond the use of Baker Lane and Erdman. This would include adding additional exits from Sarto Village to East Hunter and extending Trinity to Josee Lane for exit onto Huston to reduce the traffic on East Hunter. Based on the Sarto Village property diagram, residents from Jake Street, Trinity and surrounding residences would most likely travel down Baker to East Hunter as the fastest way to get to Huston since Baker will not have an outlet onto East Bolton. The increase of traffic will be a detriment to the current residents on Baker.

4. We are concerned that the Non-Profit status of the development will cause additional taxes for the citizens of Veneta and not provide additional revenue.

5. We are concerned that the development will require us to connect to sewer and water. We would like to be advised if this is the case for residents that are adjacent to new street development. Also, we request a study to be conducted if the development will affect current wells in the area downstream from the development.

Thank you,

Melissa & Jim Ratzlaff
25450 E Hunter (formerly Baker Lane)

August 3, 2016

RECEIVED
AUG - 3 2016
CITY OF VENETA

City of Veneta Planning Commission
88181 8th st
Veneta, OR 97487

To Whom It May Concern:

I am writing in support of the Sarto Village request to change the land use to Medium Density Housing. Most opposition to this project has a fundamental objection to this area being developed in any way. I start my reasoning with a pre-set understanding that Veneta will continue to grow and the area in question is within the city and urban growth area. Assuming these 50 acres will be developed then what type of development would best serve the community? I think the concept of a senior living community, park, and assisted living facility would be a great addition to Veneta. The developers and church seem to be making an effort to be good neighbors, and are including improvements the whole community will enjoy, and are planning a community that will not negatively effect their neighbors property values. My only long-term concern would be their goal of non-profit status for the homes, and the financial strain it might add to city services, especially the Fire and Police.

Thank you,

Doug James
25355 Trinity St
Veneta, OR 97487
541-954-7225

Lisa Garbett

From: Bonnie Pleier <bonniepleier@hotmail.com>
Sent: Thursday, August 11, 2016 5:38 PM
To: Lisa Garbett
Subject: Yes on Sarto village

I own a home on Jake st. This village will add value.
Thank you!
Bonita Pleier

Sent from my iPad

RECEIVED
AUG 11 2016
CITY OF VENETA

RECEIVED
AUG 12 2016
CITY OF VENETA

Re: CP/ZC -1-16

Veneta Public Comment with respect to the 50 acre development that was the subject of a meeting at city hall on August 2, 2016.

My name is Jackie Miller Burnett. My address is 88154 Lindsay Lane, Veneta Oregon. I attended the August 2ond meeting. My concerns are:

1. The planned development is too large for existing infrastructure. While it is true that money is now available for some minor fixes on Highway 126, the planned fixes are woefully inadequate and do not sufficiently address the problems between Veneta and Eugene beyond Fern Ridge Lake.
2. The fact that there are apparently no plans to widen Hunter Road and construct sidewalks before beginning a development of the scale discussed at the meeting is mind boggling! Hunter Road is used daily by children on bicycles and roller blades, mothers walking with young children and babies in carriages, disabled people in wheel chairs, people using walkers, groups of folks walking for exercise, they are all out there every day, on a narrow road with no place to go when two vehicles come from opposite directions. The drop is close to 2 feet on the sides of the road. I know because I recently fell in.
3. The tax exempt nature of the development is also a problem for many of the folks with whom I have spoken. Does it mean the property owners of Veneta will be paying even more property taxes? It borders on the outrageous!
4. I respectfully ask the members of the Veneta City Council not to rezone or allow this development. I ask that necessary future development be undertaken with prudent attention to all areas of infrastructure.

Jackie Miller Burnett
12 August 2016

/

CP/ZC – 1 – 16
Re: Sarto Village, a 50 acre development
Veneta Public Comment
8-12-16

RECEIVED
AUG 12 2016
CITY OF VENETA

Veneta Planning Committee
PO Box 458
Veneta, OR 97487

Patricia Hodurski
25010 Meadowdale Lane
Veneta, OR 97487

SAFETY IS THE FIRST ISSUE WHICH NEEDS TO BE ADDRESSED. A SIDEWALK NEEDS TO BE PROVIDED BEFORE FURTHER DEVELOPMENT. The plan sites Hunter Rd. as the access road for development of Sarto Village. There are no sidewalks on Hunter Road. There is an abrupt ditch on both sides of the road measuring 18" to 24" deep, which is covered in some areas with loose gravel. Currently, besides cars, Hunter Rd. is heavily used by pedestrians, bike riders, skate boaders, mothers pushing baby carriages & seniors using walkers. During the school year, children walk to & from school in groups. Big trucks used in the development of Sarto Village will add to the congestion which already exists, & be a danger to those not in cars, as they will be forced into the ditch.

50 ACRES IS TOO LARGE AN AREA TO REMOVE FROM PROPERTY TAX IN RELATION TO THE TOTAL CITY LIMITS OF VENETA UNLESS IT IS OF BENEFIT TO ALL RESIDENTS OF VENETA. The planned development would be property tax exempt & require the expenditure of city money for roads & emergency response. The 55+ facility would use emergency

response help more so than other typical residents. At present, it is not requiring city money for roads and emergency response.

THE COST OF EMERGENCY RESPONSE FOR THE 55+ COMMUNITY WILL BE PAID FOR BY CURRENT RESIDENTS OF VENETA, NOT THOSE WHO LIVE IN SARTO VILLAGE OR THOMAS BECKET ROMAN CHURCH, BECAUSE THE PROJECT WILL BE PROPERTY TAX EXEMPT. Please refer to the attachments, IRS ...Section 501 c (3), 2015 ORS 307.130, 2015 ORS 307.140, and 2015 ORS 307.375 which are laws allowing property tax exemption for the project. The relevant sections are underlined. Also UBIT Unrelated Business Income Tax

The population anticipated for Sarto Village is over 500. Veneta's current population is only 2,035. If we want to maintain the current emergency response to population ratio, we would have to pass a bond to pay for additional training and manpower. If residents of Veneta do not vote to pass a bond, current emergency responders will be greatly understaffed in accommodating such a large increase of people 55+ who require a greater frequency of emergency response support. Property owners in Veneta will have the choice, pay more to maintain the current level of emergency response or do with 25% less Emergency Response Provision than we currently have.

THE UNDERLYING VISION OF THE SALVO VILLAGE DEVELOPMENT, AS MENTIONED IN THE 8-2-16 PLANNING MEETING, IS TO HAVE "BROTHERS HELPING BROTHERS". THIS WILL NOT BE A RETIREMENT FACILITY FOR VENETA AND OUTLYING COMMUNITIES BUT A FACILITY FOR THE INTERNATIONAL PRIESTLY FRATERNITY & SSPX, SOCIETY OF ST. PIUS X, OF WHICH ST. THOMAS BECKET IS ASSOCIATED,

and started by Archbishop Marcel Lefebreve. THEY ARE GLOBAL ORGANIZATIONS.

I would welcome such a group and institution if this very small community of Veneta, population 2,035, weren't going to be paying for much of the expense of developing and maintaining such a development.

4

Exempt Purposes - Internal Revenue Code Section 501(c)(3)

The exempt purposes set forth in section 501(c)(3) are charitable, religious, educational, scientific, literary, testing for public safety, fostering national or international amateur sports competition, and preventing cruelty to children or animals. The term *charitable* is used in its generally accepted legal sense and includes relief of the poor, the distressed, or the underprivileged; advancement of religion; advancement of education or science; erecting or maintaining public buildings, monuments, or works; lessening the burdens of government; lessening neighborhood tensions; eliminating prejudice and discrimination; defending human and civil rights secured by law; and combating community deterioration and juvenile delinquency.

Page Last Reviewed or Updated: 08-Jun-2016

2015 ORS § 307.130[1]

5

Property of certain museums, volunteer fire departments or literary, benevolent, charitable and scientific institutions

(1) As used in this section:

(a) Art museum means a nonprofit corporation organized to display works of art to the public.

(b) History museum or science museum means a nonprofit corporation organized to display historical or scientific exhibits, or both, to the public.

(c) Nonprofit corporation means a corporation that:

(A) Is organized not for profit, pursuant to ORS chapter 65 or any predecessor of ORS chapter 65; **or**

(B) Is organized and operated as described under section 501(c) of the Internal Revenue Code as defined in ORS 305.842 (Application of Internal Revenue Code to certain property tax laws).

(d) Volunteer fire department means a nonprofit corporation organized to provide fire protection services in a specific response area.

(2) Upon compliance with ORS 307.162 (Claiming exemption), the following property owned or being purchased by art museums, volunteer fire departments, or incorporated literary, benevolent, charitable and scientific institutions shall be exempt from taxation:

(a) Except as provided in ORS 748.414 (Funds exempt from certain taxes), only such real or personal property, or proportion thereof, as is actually and exclusively occupied or used in the literary, benevolent, charitable or scientific work carried on by such institutions.

(b) Parking lots used for parking or any other use as long as that parking or other use is permitted without charge for no fewer than 355 days during the tax year.

(c) All real or personal property of a rehabilitation facility or any retail outlet thereof, including inventory. As used in this subsection, rehabilitation facility means either those facilities defined in ORS 344.710 (Rehabilitation facility defined for ORS 344.720 and 344.730) or facilities which provide individuals who have physical, mental or emotional disabilities with occupational rehabilitation activities of an educational or therapeutic nature, even if remuneration is received by the individual.

(d) All real and personal property of a retail store dealing exclusively in donated inventory, where the inventory is distributed without cost as part of a welfare program or where the proceeds of the sale of any inventory sold to the general public are used to support a welfare program. As used in this subsection, welfare program means the providing of food, shelter, clothing or health care, including

program whose purpose is to:

6

(i) Acquire property and construct housing for resale to individuals at or below the cost of acquisition and construction; **and**

(ii) Provide loans bearing no interest to individuals purchasing housing through the program.

(3) An art museum or institution shall not be deprived of an exemption under this section solely because its primary source of funding is from one or more governmental entities.

(4) An institution shall not be deprived of an exemption under this section because its purpose or the use of its property is not limited to relieving pain, alleviating disease or removing constraints.

Note: Sections 1 and 2, chapter 7, Oregon Laws 2014, provide:

Sec. 1. (1) For purposes of ORS 307.130 (Property of certain museums, volunteer fire departments or literary, benevolent, charitable and scientific institutions) (2)(a), real or personal property of a nonprofit corporation is actually and exclusively occupied or used in the benevolent or charitable work carried on by the nonprofit corporation, and is exempt from ad valorem property taxation, if, for the tax year beginning on July 1, 2012, the property was actually:

(a) Offered, occupied or used as low-income housing; **and**

(b) Granted exemption under ORS 307.130 (Property of certain museums, volunteer fire departments or literary, benevolent, charitable and scientific institutions) (2)(a) by the county in which the property is located.

(2) The exemption provided under subsection (1) of this section continues until the end of the earliest tax year in which the property described in subsection (1) of this section:

(a) Is no longer actually offered, occupied or used as low-income housing;

(b) Changes ownership other than by sale or transfer to a nonprofit corporation under whose ownership the property continues to be offered, occupied or used as low-income housing; **or**

(c) Is leased in its entirety by the nonprofit corporation claiming the exemption, other than by leases for occupancy of individual units as low-income housing. [2014 c.7 §1]

Sec. 2. (1) Section 1 of this 2014 Act applies to property tax years beginning on or after July 1, 2012.

(2) The exemption provided under section 1 of this 2014 Act may not be granted for tax years beginning on or after July 1, 2018. [2014 c.7 §2]

• • •

2015 ORS § 307.140[1]
Property of religious organizations

Upon compliance with ORS 307.162 (Claiming exemption), the following property owned or being purchased by religious organizations shall be exempt from taxation:

(1) All houses of public worship and other additional buildings and property used solely for administration, education, literary, benevolent, charitable, entertainment and recreational purposes by religious organizations, the lots on which they are situated, and the pews, slips and furniture therein. However, any part of any house of public worship or other additional buildings or property which is kept or used as a store or shop or for any purpose other than those stated in this section shall be assessed and taxed the same as other taxable property.

(2) Parking lots used for parking or any other use as long as that parking or other use is permitted without charge for no fewer than 355 days during the tax year.

(3) Land and the buildings thereon held or used solely for cemetery or crematory purposes, including any buildings solely used to store machinery or equipment used exclusively for maintenance of such lands. [Amended by 1955 c.258 §1; 1959 c.207 §2; 1973 c.397 §1; 1974 c.52 §2; 1987 c.756 §3; 1993 c.655 §5]

• • •

Notes of Decisions

A farm owned by a church, from which the profits flowed to the benefit of the churchs charity, was not exempt from property taxation. Parkhurst v. Dept. of Rev., 4 OTR 586 (1971); Corporation of Presiding Bishop v. Dept. of Rev., 6 OTR 268 (1975), affd 276 Or 775, 556 P2d 685 (1976)

Property used for church purposes other than conducting worship services must qualify under exemption granted for charitable use property rather than as exempt place of worship. Archdiocese of Portland v. Dept. of Rev., 5 OTR 111 (1972), affd266 Or 419, 513 P2d 1137 (1973)

The tax-exempt hospital did not qualify for property tax exemption for property it leased to the county health department. Albany Gen. Hosp. v. Dept. of Rev., 6 OTR 446 (1976), affd 277 Or 727, 561 P2d 1029 (1977)

Where full use of property by religious organization was prevented solely by delay of planning commission in approving conditional use permit, partial use of property, involving possession and presence of personal property and maintenance work, was sufficient to qualify for religious exemption under this section. Reorganized Church LDS v. Dept. of Rev., 6 OTR 510 (1976)

8

Although evidence was insufficient to show that use of parsonage was such as to exempt it from property taxes, low-rent apartments provided to needy and older members of congregation were entitled to exemption to extent they were actually rented to those in need. German Apostolic Christian Church v. Dept. of Rev., 279 Or 637, 569 P2d 596 (1977)

Building owned by incorporated religious organization housing members of organization, who lived communally by dictates of their religion, was exempt from real property taxation under this section. House of Good Shepherd v. Department of Revenue, 300 Or 340, 710 P2d 778 (1985)

Where evidence did not demonstrate which portion of entire parcel was devoted to exempt activities, no partial exemption could be allowed. Golden Writ of God v. Dept. of Rev., 300 Or 479, 713 P2d 605 (1986)

Exemption was allowable for building fulfilling functions of churches of more traditional religions and for portion of guest ranch used in organizations religious activities and disallowed for caretakers residence, counselors residence and bulk of guest ranch already assessed for timber tax exemption. Found. of Human Understanding v. Dept. of Rev., 301 Or 254, 722 P2d 1 (1986)

Where house was primarily used as a home for pastor, use of some parts of house for purposes connected with work of church does not make it building used primarily for benefit of church. Washington County v. Dept. of Rev., 11 OTR 251 (1989)

Owned means only legal ownership, not equitable ownership. First Love Ministries v. Dept. of Rev., 12 OTR 97 (1991)

Where property involves living quarters, initial inquiry is whether it is reasonably necessary for person occupying living quarters to be physically on site. Roman Catholic Archdiocese v. Dept. of Rev., 13 OTR 211 (1995)

Where rectory or parsonage is reasonably necessary for work of church, inquiry is whether actual use of property is consistent with fulfilling religious purposes of church. Roman Catholic Archdiocese v. Dept. of Rev., 13 OTR 211 (1995)

Exemption from property taxation applies only with regard to taxes assessed on ad valorem basis. Multnomah County v. Dept. of Rev., 13 OTR 281 (1995)

Where description of property is sufficiently broad in original exemption application, construction of new improvement on property does not require filing of new application. Lake Baptist Church, Inc. v. Dept. of Revenue, 14 OTR 297 (1998)

Where Property Used Primarily for Benefit of Church Is Residence, Property Is Exempt If

1) church official is required by church doctrine or practical necessity to live in residence; and 2) proximity of residence to house of worship is necessary to further religious objectives. Washington County Assessor v. West Beaverton Congregation of Jehovahs

Witnesses, Inc., 18 OTR 409 (2006)

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§§ 307.130 (Property of certain museums, volunteer fire departments or literary, benevolent, charitable and scientific institutions) to 307.162 (Claiming exemption)

Notes of Decisions

Assessor Must Notify Owner of Property Which Would Otherwise Be Exempt Under These Sections of Intent to Assess Taxes Against Such Property Only When

(1) property was treated as exempt in immediately preceding year and, (2) assessor contemplates assessment of property in current year because of change of ownership or use for which no application for exemption has been made. Worrell v. Dept. of Rev., 7 OTR 128 (1977)

Chapter 307

Atty. Gen. Opinions

Validity of ad valorem and severance taxation of logs destined for export, (1975) Vol 37, p 427; application of Article XI, section 11b of Oregon Constitution to this chapter, (1990) Vol 46, p 388

Law Review Citations

5 EL 516 (1975)

Related Statutes[2]

- 307.035
  Publishing summary of certain exempt real property
- 307.112
  Property held under lease, sublease or lease-purchase by institution, organization or public body other than state
- 307.155
  When land exempt under ORS 97.660, 307.140 or 307.150 taxable
- 307.162
  Claiming exemption

2015 ORS § 307.375[1]

10

Type of corporation to which exemption under ORS 307.370 applicable

The exemption provided in ORS 307.370 (Property of nonprofit homes for elderly persons) may be permitted only as to a corporation organized and operated only for the purpose of furnishing permanent residential, recreational and social facilities primarily for elderly persons, that:

(1) Is organized not for profit, pursuant to ORS chapter 65 or any statute repealed by chapter 580, Oregon Laws 1959;

(2) Receives not less than 95 percent of its operating gross income, excluding any investment income, solely from payments for living, medical, recreational and social services and facilities, paid by or on behalf of elderly persons using the facilities of such corporation;

(3) Permits no part of its net earnings to inure to the benefit of any private stockholder or individual; **and**

(4) Provides in its articles or other governing instrument that, upon dissolution, the assets remaining after satisfying all lawful debts and liabilities shall be distributed to one or more corporations exempt from taxation under this chapter as corporations organized and operated exclusively for religious, charitable, scientific, literary or educational purposes, or to the State of Oregon. [1969 c.587 §3]

• • •

Atty. Gen. Opinions

Homestead as applied to a shareholder-tenant in a cooperative apartment, (1971) Vol 35, p 897

Chapter 307

Atty. Gen. Opinions

Validity of ad valorem and severance taxation of logs destined for export, (1975) Vol 37, p 427; application of Article XI, section 11b of Oregon Constitution to this chapter, (1990) Vol 46, p 388

Law Review Citations

Related Statutes[3]

- 307.242
  Property of nonprofit corporation providing housing to elderly persons
- 307.370
  Property of nonprofit homes for elderly persons
- 307.380
  Claiming exemption under ORS 307.370
- 308.490
  Determining value of homes for elderly persons
- 317.112
  Energy conservation loans to residential fuel oil customers or wood heating residents

[1] Legislative Counsel Committee, *CHAPTER 307—Property Subject to Taxation; Exemptions*, https://www.-oregonlegislature.gov/bills_laws/ors/ors307.html (2015) (last accessed Jul. 16, 2016).

[2] Legislative Counsel Committee, *Annotations to the Oregon Revised Statutes, Cumulative Supplement - 2015, Chapter 307*, https://www.oregonlegislature.gov/bills_laws/ors/ano307.html (2015) (last accessed Jul. 16, 2016).

[3] OregonLaws.org assembles these lists by analyzing references between Sections. Each listed item refers back to the current Section in its own text. The result reveals relationships in the code that may not have otherwise been apparent.

by Robb Shecter, robb@oregonlaws.org
www.oregonlaws.org

Unrelated Business Income Tax (UBIT)

Net Income Subject to the UBIT

Churches and religious organizations, like other tax-exempt organizations, may engage in income-producing activities unrelated to their tax-exempt purposes, as long as the unrelated activities aren't a substantial part of the organization's activities. However, the net income from these activities will be subject to the UBIT if the following three conditions are met:

- the activity constitutes a trade or business,
- the trade or business is regularly carried on, and
- the trade or business is not substantially related to the organization's exempt purpose. (The fact that the organization uses the income to further its charitable or religious purposes does not make the activity substantially related to its exempt purposes.)

Exceptions to UBIT

Even if an activity meets the above criteria, the income may not be subject to tax if it meets one of the following exceptions: (a) substantially all the work in operating the trade or business is performed by volunteers, (b) the activity is conducted by the organization primarily for the convenience of its members or (c) the trade or business involves the selling of merchandise substantially all of which was donated.

In general, rents from real property, royalties, capital gains, and interest and dividends aren't subject to the unrelated business income tax unless financed with borrowed money.

Examples of Unrelated Trade or Business Activities

Unrelated trade or business activities vary depending on types of activities.

Advertising

Many tax-exempt organizations sell advertising in their publications or other forms of public communication. Generally, income from the sale of advertising is unrelated trade or business income. This may include the sale of advertising space in weekly bulletins, magazines or journals, or on church or religious organization websites.

Gaming

Most forms of gaming, if regularly carried on, may be considered the conduct of an unrelated trade or business. This can include the sale of pull-tabs and raffles. Income derived from bingo games may be eligible for a special tax exception (in addition to the exception regarding uncompensated volunteer labor), if: (a) the

bingo game is the traditional type of bingo (as opposed to instant bingo, a variation of pull-tabs), (b) the conduct of the bingo game is not an activity carried out by for-profit organizations in the local area and (c) the operation of the bingo game does not violate any state or local law.

Sale of merchandise and publications

The sale of merchandise and publications (including the actual publication of materials) can be considered the conduct of an unrelated trade or business if the items involved do not have a substantial relationship to the exempt purposes of the organization.

Rental income

Generally, income derived from the rental of real property and incidental personal property is excluded from unrelated business income. However, there are certain situations in which rental income may be unrelated business taxable income:

- if a church rents out property on which there is debt outstanding (for example, a mortgage note), the rental income may constitute unrelated debt-financed income subject to UBIT. (However, if a church or convention or association of churches acquires debt-financed land and intends to use it for exempt purposes within 15 years of the time of acquisition, then income from the rental of the land may not constitute unrelated business income.)

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- if personal services are rendered in connection with the rental, then the income may be unrelated business taxable income.

Parking lots

If a church owns a parking lot that is used by church members and visitors while attending church services, any parking fee paid to the church would not be subject to UBIT. However, if a church operates a parking lot that is used by members of the general public, parking fees would be taxable, as this activity would not be substantially related to the church's exempt purpose, and parking fees are not treated as rent from real property. If the church enters into a lease with a third party who operates the church's parking lot and pays rent to the church, these payments would not be subject to tax, as they would constitute rent from real property.

Whether an income-producing activity is an unrelated trade or business activity depends on all the facts and circumstances. For more information, see IRS Publication 598, *Tax on Unrelated Business Income of Exempt Organizations.*

Tax on Income-Producing Activities

If a church, or other exempt organization, has gross income of $1,000 or more for any taxable year from the conduct of any unrelated trade or business, it must file IRS Form 990-T, *Exempt Organization Business Income Tax Return*, for that year.

Veneta Planning Commission

We are Tom & Vivian Cummings @ 25357 Trinity Street, Veneta OR 97487.

We wish to comment on the proposed Sarto Village Project, and rezoning of the property involved. We have no objection to Sarto Village itself. The planning and layout of Sarto Village seems well Thought out, and would enhance the community. We do have concerns about the streets and city infra-structure Surrounding the Project. We feel that city streets surrounding are already inadequate for the way they are used. Major concerns are E. Bolton from Territorial to Trinity, Hunter from Territorial to Huston, And Huston from 126 to Perkins. Improvements: widening, bicycle lanes, sidewalks are already needed. No Project is worth compromising the safety of those around it. When we saw the layout of the Sarto Village Project we were happy to see a Park included. Our property is adjacent to the proposed park and felt a park was a welcome addition to the neighborhood. However of some concern to us is how much the community of Veneta will be expected to subsidize the service needs of the proposed non-profit. We feel that a profitable Non-profit could agree to help mitigate the financial burden on the community.

An adult retirement village would be an asset to Veneta but at what cost?

One lingering question, once zoning is changed if this project does not go forward what uses are opened for these parcels.

Sincerely,

Tom & Vivian Cummings

RECEIVED
AUG 15 2016
CITY OF VENETA

12 August 2016

RECEIVED
AUG 15 2016
CITY OF VENETA

City of Veneta
Attention: Lisa Gerbett
P.O. Box 458
Veneta, OR 97487

Dear Miss Gerbett,

I am writing in support of the proposed Sarto Village project, file # CP/ZC-1-16.

My wife and I returned a few days ago from a visit to the site and were impressed with the location and the intended project. I expect that there are many in and near Veneta who are in favor of this development, but I wanted to let you know that it is also supported by many, including myself, from outside of the vicinity.

I expect that such a project would bring additional residents, jobs, and visitors to the area and it seems to me to be an ideal way to do so, offering suitable and desirable lodging to a number of people.

In short, I encourage the City's approval of the Sarto Village project.

Sincerely,

Peter Buschmann

Peter Buschmann
Dayton, MN

RECEIVED
AUG 16 2016
CITY OF VENETA

August 15, 2016
1245 Montello Dr.
Eugene, OR 97404

Planning Commission
Veneta, OR 97487
Attn: Lisa Garbett

Ms. Garbett,

I'm writing in support of the building of Sarto Village.

I believe it is needed in Veneta for the number of seniors looking for a nice retirement community and also it will benefit the area with improvement & employment.

Thank you for your attention.

Sincerely,
Jo Ann Woodworth

Lisa Garbett

From: james.eagleeye@viox-services.com
Sent: Tuesday, August 16, 2016 2:09 PM
To: Lisa Garbett
Subject: Additional Comments for rezone CP/ZC-1-16

Would like to comment specifically on the 97 PM peak hour trip cap proposed for this site. As commented by members of the community there is a safety concern regarding traffic on the roads adjacent to the site, these hazards will only be increased by allowing a denser zoning. The trip cap may help provide a compromise between rezoning to greater density and public safety.
I believe the cap would be in the cities best interest and as suggested by the city engineer should be enforced by encumbrances recorded on the property deed. Once again I believe we need to consider that the supporting roadway infrastructure has not been completed to city standards and does not function as such and we should be concerned with pedestrian safety as well as performance at intersections. This trip cap would not prevent the site from being developed as presented.

Thank you for your time, Jim Eagle Eye

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To: **VENETA PLANNING COMMISSION**

From: Anthony R. Clemons

25156 Cherry Lane

Veneta, OR 97487-9751

RECEIVED
AUG 16 2016
CITY OF VENETA

I am writing this letter to express my opinion that the variance submitted by Sarto Village should be denied. I base my opinion on Hardcopy versus Human considerations. I will explain.

By Hardcopy considerations, I mean the submitted and required paperwork to address the variance and amendment changes as specified by the City of Veneta. I have studied the paperwork for many days and it appears that all the information and forms have been filed and accepted by the City of Veneta. The consideration of our elderly population, Designated Land Use Studies, Trip Studies, Comprehensive Plan, Zone Designation, Density Studies, Layout of the Designed Facilities, Senior Living Project Plans, Trip Gap Studies, Water Supply, Sewer Supply, Streets, Population Growth, Etc. The paperwork and future theory components of this proposed land development project appears non-contestable and understandably correct. This is my meaning of Hard Copy considerations.

By Human considerations, I mean factual situations of the effect that these variance and amendment changes will have on the lives and everyday functioning of our living citizens; the people.

I drive, walk, and jog on Hunter Rd. and Perkins Road. It is frequently unsafe to walk, ride or jog on Perkins Rd. Perkins Rd. is wider and, presently, has more traffic and walkers and bicyclists than Hunter Rd. With the added population numbers of Sarto Village and the age of most of the residents there, there will be an increase in the number of humans on Hunter Rd., with no plans to development or widen Hunter Rd. at this time. I quote a line from the Veneta Planning Commission Staff Report " Public safety is not a criteria applied to the proposed amendments". The Safety of peoples should be the primary concern of any and all projects.

Monetary requirements should be, but maybe is not, a factor for the Veneta Planning Commission to take into account in the consideration of people living in the city of Veneta. City Services is subject that has a direct influence on the lives of the Citizens of Veneta. With the added population of Sarto Village comes the added need for City Services. We will be in a situation where the extra population growth will be an added tax burden for the majority of citizens to pay for the cost of Library Services, City Parks, Police Patrol Safety, Fire Safety, Etc. It is an accepted conclusion that the Planning Commission does not consider property taxes in this variance and amendment request, nor can you discriminated against a Non-Profit Organization, but, you must consider the situation that the majority of Venetians are being placed.

I have listened to land owners who will be directly affected by the Sarto Village Project. History has taught them that flooding will most likely occur. The cost of these citizens being required to connect to Veneta City Sewer, if mandated, will be in the double digit thousands of dollars. The decrease in land value, the altered ambience of their extant community, traffic flow, etc. These may not be required but should be considered in any decision to allow changes to any standing policies.

One of my greatest concerns is the preservation of our Wetlands, Green Spaces, and Flood Zones. It is a non-arguable fact that construction and building will be taken place on/in a Federal, State, and City protected area. To what extent is the only question to be researched. According to the "What can I do with Wetlands"

as listed on the City of Veneta webpage, many restrictions are listed. A few listed restrictions which you are definitely not allowed to do are:

1. New development or expansion of existing development.
2. No storage or use of pesticides, fertilizers, or other hazardous material.
3. Channelizing or straightening natural drainage ways.
4. Filling, grading. and/or excavating wetland areas.

The City of Veneta has current maps of the proposed Sarto Village Project and current maps of the significant wetlands, green spaces, and flood zones affected by the project. It appears that construction will be conducted on/in those protected zones. If a Wetland Variance is going to be issued to the builders of Sarto Village, it should be reconsidered and revoked. Extensions to Trinity Street/ Baker Lane/Erdman Way are forecasted to be completed. These street extensions and construction are located in protected wetland, green space, flood zone areas. If wetlands and surrounding are to be preserved, the statement by Sarto Village Builders "A considerable effort to preserve significant portions of the existing wetlands and natural features" is suspect.

In closing, I reiterate my decision expressed in this letter. My testimony concerning the Comprehensive Plan and Zone changes and Variance request submitted by the Sarto Village Project Group is that the request be denied.

If the points of my listed testimony should be submitted in a different forum, Please consider my submitted testimony as relevant in any case. Thank you.

Anthony R. Clemon

08/16/2016

Lisa Garbett

From: Judith Terry <jtpianolady1@gmail.com>
Sent: Tuesday, August 16, 2016 4:09 PM
To: Lisa Garbett
Subject: Sarto Village Zone Change

Mrs. Judith Terry
88154 Lindsay Ln
Veneta, Oregon, 97487

I have carefully read, and appreciate the Veneta planning Commission Staff Report (CP/ZC-1-16) August 2, 2016.

My concerns are these:

1. There is very little I would add in regard to the traffic and danger to bikers, hikers, joggers, etc. on E. Hunter Rd. The road is narrow with no room for walking or biking without someone getting off the road (car or hiker/biker) when two cars meet. Mom's with strollers, people in wheel chairs, people walking their dog(s) - makes for a nerve wracking trip. Did I mention the school buses? I would hope this very troublsome problem would be addressed BEFORE more stress is added.

2. Another concern I have is related to the city approving the cutting of "a few" trees on Hunter Rd. near Lindsay Ln. a couple of years ago. We were lead to believe that the owner of the property would go in, cut some trees, clean up the mess and leave. We know that didn't happen, and there is still a big (fire hazard) mess there, along with some unsightly equipment left to rust.

3. How can we be assured that Sarto Village Project will not fall through at some point leaving another mess?

4. I would be much more on board with the project if it were being proposed by a local bank and construction company rather than Canadian based enterprises.

5. It is not clear to me where the money for this project is coming from, given that the Society of Saint Pius X (SSPX) is not a large organization world wide, and the local SSPX has recently had to close their High School program here in Veneta for "lack of tuition paying students and donations..." *(exerpt from a recent Webmaster's note - Saint Thomas Becket Roman Catholic Church)

Sincerely.
Judith L Terry
(541-935-8073)

Minutes of the Veneta Planning Commission
August 2, 2016

Present: James Eagle Eye, Kevin Conlin, Len Goodwin, and Lily Rees

Others: Kay Bork, Community Development Director; Carrie Connelly, Legal Counsel; Lisa Garbett, Planner; Ric Ingham, City Administrator; Claudia Denton, Economic Development Specialist; Lane Branch, Branch Engineering; Darci Henneman, City Recorder; Mick Bryant; Anthony Clemons; Karen Wickham; Jim Haddock; Clint Beecroft, EGR & Associates Engineering; Raymond Yancy; Chris Murphy; Father Trevor Burfitt; Greg Demers; Angela Demers; Bob Gordon; Jackie Burnett; Andrea Larson; Trishawn Hodurski; Sherrie Head; Dean Schlett; Jerome Poulin; and Joan Mariner, Fern Ridge Review

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I. REVIEW AGENDA

Chair James Eagle Eye opened the Veneta Planning Commission meeting at 6:30 p.m. and reviewed the agenda.

II. PUBLIC COMMENT

Mick Bryant, 25263 E. Bolton Rd., Veneta, OR

Mr. Bryant thanked the City for paving the section of Bolton Rd. from Territorial Rd. to the stop sign but he would like to see sidewalks on Bolton Rd. in front of the Church and school. He said a lot of people, either Church goers or community members walk on that section of roadway where there is no shoulder and deep ditches on both sides of the road. He said when he built his house, he donated 14 ft. for future sidewalks and he wanted to know when will that happen?

Chair James Eagle said staff will contact Mr. Bryant during office hours.

Anthony Clemons, 25156 Cherry Ln., Veneta, OR

Mr. Clemons said the section of Perkins between Oak Island and Territorial is really bad and he wanted to know when it would be fixed. He also said he liked the name of the Transportation Utility Fee (TUF) and doesn't want it changed to Street Utility Fee (SUF). He also said he noticed a chemical smell coming from the sewer and he wanted to know what phone number he can call to report it in case he can identify where it's coming from. He also said he's glad to see so many people attending tonight's meeting. He said this is the place to come and he's so glad there are so many people here.

Karen Wickham, 25363 E. Bolton Rd., Veneta, OR

Ms. Wickman said she runs a business from her home on Bolton Rd. and she said the street signage at the four way intersection of E. Bolton Rd., Pine and Trinity Terrace is not clearly marked. She said when traveling east on E. Bolton Rd. from Territorial, it's hard for people to find her business. She said there's no sign indicating E. Bolton turns to the right and it would be nice to have a sign there.

Jim Haddock, 87949 Sherwood St., Veneta, OR

Mr. Haddock said a visitor to Veneta told him the same thing - the sign on E. Bolton Rd. indicates E. Bolton goes in the opposite direction. Also, he wanted to know if the City has sniffers for finding the illegal dumping. He said since its happened three times, it doesn't sound like it was an accident.

III. APPROVAL OF MINUTES

MOTION: Len Goodwin made a motion to approve the June 7, 2016 minutes. Kevin Conlin seconded the motion which passed with a vote of 4-0.

Chair James Eagle Eye said in order to avoid any possible bias as a adjacent property owner, any comments he makes tonight will be as a resident and not as the Planning Commision Chair.

Therefore, he is stepping down from chairing the meeting and asked Vice Chair Len Goodwin to chair tonight's public hearing.

Vice Chair Len Goodwin agreed to chair the public hearing.

IV. LEGISLATIVE PUBLIC HEARING – PROPOSED COMPREHENSIVE PLAN DIAGRAM AND ZONING MAP AMENDMENTS, FILE #CP-ZC-1-16 SARTO VILLAGE

1. Vice Chair, Len Goodwin opened the Public Hearing at 6:32 p.m.

2. Declaration of Conflict of Interest or Ex-Parte Contacts
   Kevin Conlin said he had one brief contact from someone who asked a question about the public hearing process.

   Lily Rees said she attended the applicant's neighborhood presentation last week.

3. Staff Report
   Garbett said the applicant is requesting a Zone and Comprehensive Plan designation (map only) amendment of approximately 50 acres, comprising three tax lots, from Rural Residential and Low Density Residential to Medium Density Residential and accompanying zone change from Rural Residential and Singly Family Residential to General Residential. The site is located south of Hunter Rd., east of where Trinity Terrace stubs to the east. The approval criteria includes the Veneta Comprehensive Plan (Comp Plan), Chapter 3 and 5, Article II of the Veneta Land Development (VLD) Ordinance No. 493 and also four statewide planning goals: Goal 1 - Citizen Involvement, Goal 2 - Land Use Planning, Goal 10 – Housing; and Goal 12 Transportation. The applicant intends to develop the site with a senior living project, consisting of a mix of housing options for seniors 55 years and older. The project will consist of 130 to 150 detached and attached single family residential units and a residential facility consisting of independent assisted living and memory care units. Tonight's public hearing is not for an approval of the development plan but re-designation of the Comprehensive Plan Diagram. The approval criteria allows Rural Residential designated land to convert to urban densities as long as the applicant can show that City services are available. Garbett said notice of the public hearing was sent and published in accordance with VLD Ordinance No. 493 and referral comments were received from Lane Branch, Branch Engineering, and four written public comments were included in the staff report. A primary issue is transportation which the applicant submitted a Transportation Impact Analysis (TIA) to show compliance with the Transportation Planning Rule. The information provided by the applicant is a worst case scenario, so for the land to be re-designated, the TIA study analyzed the site in terms of impacts for worst case scenario development. The TIA applied a trip generation rate that was the worst case development scenario and in order to avoid impacts and required mitigation to the Huston Rd. and Highway 126 intersection, the City Engineer recommended a trip cap and made it a condition of approval for 97 PM peak hour trips which is the maximum allowed in terms of the zone change. The applicants' TIA also indicated the development would be limited to age restricted housing based on their analysis but we did not include that as a condition of approval because we didn't want to limit future development, if age restricted housing was not what the property owner wanted in the future. In terms of sewer capacity, the initial analysis found that a pump station would likely be required upon development and not at the time of this amendment request. She said likely that would be a condition of approval that the future pump station would serve capacity for future development but that would take place during development review.

   Lily Rees said staff is stating that the City cannot restrict development types that are allowed in a zoning district but this is being presented as an age restricted development and as such a lower number of daily trips are expected and that is the trip cap that was used. She said but we can't require an irrevocable development agreement restricting the development to age related but at

the same time we're using the age related development expectation as a way to calculate the number of trips. She said this is confusing – if we're saying older people make less trips but we can't require the applicant sign an irrevocable development agreement yet we're basing approval on that.

Carrie Connelly, Legal Counsel said the first step is that the trip cap ties to a direct criteria; assuring that sufficient urban services are available up to the cap amount proposed by the applicant. While the use isn't restricted it could be used for any use in the rezone. If a higher density use or type of use were built there they would still be subject to that cap.

In response to a question from Lily Rees, Ms. Connelly said enforcement would be based on the number of houses going in.

Bork said the condition would be applied to the zone change so developers would know that they are still subject to a specific trip cap regardless of the kind of development. She said at the time the subdivision plan is submitted, they would need to explain how it meets that trip cap at the time of development.

In response to a question from Lily Rees, Garbett said she meant to include the greenway and flood zone language in the staff report, however, it would not change the existing greenway over lay or the flood plain overlay. She said the asterisk at the bottom of the table indicates that.

Lily Rees said E. Hunter Rd. is identified as a major collector, but not its built to the major collector standards. She suggested maybe it should be brought to that standard before the development.

Bork said there are several major collectors designated in the City that aren't currently built to City standards but the City requires any portion of development that fronts a street to be brought to City standards. She said it doesn't make sense to bring a section of a collector to City standards until the entire street is built out. She said the City's adopted Transportation System Plan (TSP) identified East Hunter to be built out to full urban standards at some point in the future. She said usually the City constructs the road improvements and the sidewalk pieces are assessed to abutting property owners. She said the applicant will be required to improve to City standards all of the local streets they are constructing as well as Baker Lane. At the time of development the Planning Commission may require the Hunter Rd. street frontage to be improved or require the applicant to sign an irrevocable development agreement but we can't require the applicant to develop the remainder of Hunter Rd. She said generally collectors get improved through some type of City initiated project.

Lane Branch said Hunter Rd. was identified in the TSP as being approved as a capital project but we just haven't gotten to it yet.

In response to a question from Lily Rees, Lane Branch said as properties are developed we are either requiring them to build the improvements or sign an irrevocable petitions for improvements. He said as we collect more of these we'll have more authority to build a full street improvement.

In response to a question from Len Goodwin, Lane Branch said the distance from Baker Lane to Huston Rd. is about 2000 ft.

In response to a question from Len Goodwin, Bork said the Fern Meadows Ln. residents likely all signed irrevocable petitions as part of that subdivision.

Len Goodwin said page 11 of the Traffic Impact Analysis (TIA) indicates there will be a substantial increase of traffic at the intersection of Huston Rd. and Highway 126 and no similar substantial increase at the intersection of Hunter Rd. and Territorial Rd. He said he reviewed the details of the

TIA and noticed there is substantial increased northbound/eastbound movement at the corner of Territorial and Huston Rd. [sic] (Hunter Rd.) and small limited increase at Territorial and Highway 126. He said that suggests that most of the movement from this site will be along Hunter Rd. east to Huston Rd. and there are virtually no other are reasonable exits from this development. He said given the split of increased traffic if it is reasonable that we can continue to leave the portion of Hunter Rd. from Baker Ln. east to Huston Rd. not upgraded to City standards.

Lane Branch said the criteria for the zone change looked at the vehicle capacity for that system and based on the TIA there is adequate capacity for that system and vehicles. Regarding pedestrian and bicycle facilities they didn't see that was an item they could identify as a need.

Len Goodwin said we can't require them to bring it above standards but it suggested a level of congestion that could raise safety concerns.

Lane Branch said the proposed mitigation to that is the trip cap or limited to age restricted housing. He said identifying that mitigation, it keeps the threshold as far as the capacity is concerned. He said .84 is unmitigated.

Len Goodwin said the applicant will be required to install a pump station to serve the development. He asked if we know the size and extent of the basin which the main line serving that development currently serves. He asked what's the risk to the City of further development in that basin to require extensive alternations; either expansion of a pump station, duplicate lines or massive expansion of the lines.

Lane Branch said the Wastewater Master Plan (WWMP) was adopted by the City Council in 2009 and it identified about a third of the site with gravity drain toward Trinity Terrace and two-thirds of the site, primarily the northeast, would likely drain toward the east pump station. He said that infrastructure is not in place at this moment. He said the City's wastewater engineer reviewed this and commented that the existing gravity main from Pine St. to Lindsay Ln. is likely to have some capacity constraints to serve the area. As part of the proposal, when it comes in, the applicant would be required to review the capacity and if it cannot serve the proposed development, they would need to upsize the portion of that system. He said they would be required to have a pump station to pump into that gravity system and likely the pump station would be on their property and they would be obligated to construct as a public improvement to serve as much area as possible.

Len Goodwin said he questions how much of that area to the east toward the Urban Growth Boundary (UGB) will present a capacity challenge beyond this development. He said we must presume ultimate build out of the UGB as part of the Comprehensive Plan and he understands what the potential need for further expansion of the system will be when and if we reach build out.

Ingham said the City adopted a Wastewater Master Plan (WWMP) in 2009 that outlined the collection and transmission system. Two thirds of that property will flow east, to Huston Rd., down Highway 126 to Jeans Rd. and eventually to the Jeans Rd. lift station. He said the wastewater engineers recently submitted a revision to 2009 WWMP and Council will review and adopt this fall with the intent to have this plan included in the WWMP. He said at that point, the City has reached a critical mass to build out the east side.

Len Goodwin asked staff to include the planning goals in the staff report.

Garbett pointed out a typographical error in Exhibit A of the Final Order, on page 13, Finding No. 6 should read "55 and older" and not "65 and older".

4. Applicant/Proponents

Raymond Yancy, Sarto Village

Mr. Yancy thanked the Planning Commission for their time and also thanked staff for their assistance to this point. He said Jerome Poulin, Sarto Village, Clint Beecroft, EGR & Associates, Engineering, and Mike Weishar, Access Engineering put together the criteria for the project. He said they are requesting a zone change in order to accommodate Sarto Village - a proposed 55 plus senior living development. He said as part of the application they included a memo that included the current master plan which was presented at the neighborhood meeting. He said as they continue with the process, there will be additional steps that will include input from the City and residents so this is not the only aspect to approving this project. He said they are asking for the zone change due to the changing demographics and as our population ages, there is a need and that is why they are requesting this zone change tonight. He said they've studied the services to support the zone change and believe the services are available to meet the need. He said the cap for the TIA is a condition of approval, and they are requesting a slight modification to that language to read as follows: "a trip cap mitigation shall be implemented for this site that will require the applicant to record a restrictive covenant for Assessor's map/Tax No. 17-05-31-00-00501 and 17-05-31-34-00600, in a form acceptable to the City Attorney, stipulating any future development on the property is subject to a trip cap. This trip cap from the site shall be determined to an amended TIA technical memorandum from the Applicant's Traffic Engineer. The supporting memorandum will substantiate that the final trip cap shall maintain the functional performance standard of the intersections as studied for the TIA. This memorandum will be presented to the City Engineer for review and recommendation to the City Council during the City Council hearing for this zone change for final approval."

Len Goodwin said the applicable substantive criteria that applies to this application are contained in the written staff report and will be identified and discussed in the oral staff report. He continued with the language required prior to receiving public testimony.

James Haddock, 87945 Sherwood St., Veneta, OR

Mr. Haddock said he is in favor of the development. He said before he started his business, he spent months evaluating the need for such a business and he eventually fulfilled that need. There's a definite need for a retirement community and as he sees the influx of California license plates and people moving to Veneta. He said local businesses would benefit, jobs, etc. and it would be a benefit to the entire community because it fulfills a need we, as a growing community, need.

Chris Murphy, 25178 Cheney Dr., Veneta, OR

Mr. Murphy said he is favor of the zoning change. He said he and his wife were caring for her aging father and they were unable to find a facility to keep him close to this family. He said a project of this type is needed and would be a great benefit to keep our families and community together.

Mick Bryant, 25263 E. Bolton Rd., Veneta, OR

Mr. Bryant said he is in favor of this project because he is in favor of helping seniors and felt we should do anything we can to help our aging residents. He said we all have parents that live at home with their children or are not able to take care of themselves. In said he is in favor of seniors in that situation.

Father Trevor Burfitt, 25269 E. Bolton Rd., Veneta, OR

Fr. Burfitt said he is the Pastor at St. Thomas Beckett Catholic Church. He said he is in support of this project for a lot of reasons. He said each year the situation of our aging, religious and faithful becomes more pressing and availability of land near Veneta and their Church, prompted them to reconsider this project as a good fulfillment of helping their seniors of the faithful and also the priests who are a part of his order. They are looking at this as a national project for all priests in

the United States to live here and the less aged priest would take care of them. It would allow the priests to live with other like-minded Catholics. He quoted John F. Kennedy.

Greg Demers, 24244 Sertic Rd., Veneta, OR
Mr. Demers said he is in favor of this project. He said as a community we constantly are talking about critical mass and to get Highway 126 improved. He said we deal with retail leakage to Eugene and the lack of identity for our community. He said the development offers good jobs and as one of the largest property owner in the UGB, he talks to people all the time wanting to move here and establish a business or residence. He said this is a critical issue he hears daily that we don't have. In order to get critical mass, we need to be in favor of expansion and bringing in businesses and private people. He said this project would have significant impact on all of the above mentioned issues and as stated, would bring approximately 350 new residents to Veneta which would increase our population by about 10%. He said those are the types of things that will bring in retail, a McDonalds and a lot of things the community needs to help expand and increase our tax base and revenues. He said these are also tax paying/spending bodies brought to Veneta and the facility would bring about 60 skilled jobs when it's up and running which are badly needed and it would bring in badly needed infrastructure.

Angela Demers, 22992 Red Oak Ln., Veneta, OR
Ms. Demers said she was born and raised in this community and it's a great place to live. She wanted to reiterate what her dad said about expanding Highway 126 and bringing more people out here and increasing business. She said she attended the economic development meeting that was held a couple weeks ago and the common tone was we want to bring more jobs to Veneta. She said we lose a lot of people leaving to find work and a professional atmosphere but she just wants to keep business here and local and in our community.

Bob Gordon, 24241 Vaughn Rd., Veneta, OR
Mr. Gordon said he has lived in Veneta for 17 years and has worked for the Fern Ridge School District for the last five years. He has five children and two are full time care givers for families in Eugene. He said he believes a facility like the one proposed in Veneta it would be a win/win situation. He said it would bring business to our community and we need to take care of our elderly.

5. Opponents
Joan Mariner, 25712 Cochran Ct., Veneta, OR
Ms. Mariner said she opposes the development because it would be 50 acres of a very small community and it would put stress on the surrounding area. She said elderly people still drive and care givers would also contribute to traffic. She said the TUF is needed for maintenance to our streets but doesn't cover capital improvements. She said she attends all of the City Council meetings and she knows how the City struggles with street upkeep and improvements. She said if you add more cars to some of the already substandard streets; we'll have more problems.

Jackie Burnett, 88154 Lindsay Ln., Veneta, OR
Ms. Burnett said she lives off of Hunter Rd. and there are always moms pushing babies in their strollers with kids on bikes and walking to school. She said that is a very dangerous street and there are no plans to fix it. She said based on that, she feels this is not a good undertaking because the infrastructure isn't here yet. She realizes we need development in order to get the infrastructure but Highway 126 needs a lot of improvement first because she's also concerned about getting back and forth to Eugene. Ms. Burnett thinks this development should be put on hold for now.

Andrea Larson, 25456 Hunter Rd., Veneta, OR
Ms. Larson agrees that Hunter Rd. is at its capacity and it's a dangerous road for pedestrians, bikers and drivers because there's nowhere for people to go. She said many drivers are not

conscious about others on that road and she felt the City does not have basic services on Hunter Rd. She said getting where you need to go should be a basic safety concern for all residents and we don't have that. Ms. Larson suggested imposing an actual moratorium on any zoning changes that would allow more cars on Hunter Rd. and Huston Rd. She agrees we need more homes and care facilities for seniors, however, people don't realize that the developer is a non-profit agency so the City would receive no property taxes from any of the development to offset the infrastructure costs. Also, a pump station would be required and as Joan Mariner said, we are already at capacity for expenditures and to add to the infrastructure without any other funds coming in to pay for it, seems like unfair treatment for those of us who already live here.

Trishawn Hodurski, 25010 Meadowdale Ln., Veneta, OR
Ms. Hodurski said she agreed that Hunter Rd. is not adequate, even for the turkeys. She invited people who think it is adequate to travel on Hunter Rd. especially during school hours. She's all for taking care of the elderly and surprisingly, this area has many private care facilities. She said the development will be tax exempt and she felt our community is not healthy enough or large enough to support this development.

Sherrie Head, 88130 Huston Rd., Veneta, OR
Ms. Head said she has lived 1/10 of a mile from Highway 126 for 37 years and traffic has increased drastically. She said when the Fern Meadows subdivision went in, her zoning changed. She said the development is beautiful but it flooded her out because someone didn't do their job. She said there is a flood zone next to Baker Ln. and she asked how more streets and density will effect it. She said she is concerned about the developers' contribution to the tax base. She said Highway 126 needs to be improved but how are they going to widen it with a reservoir and a wetland on either side.

6. Neutral testimony
Anthony Clemons, 25165 Cherry Ln., Veneta, OR
Mr. Clemons said he doesn't mind building to go on, that's what we're supposed to do and he would like to see our elders taken care of but at what cost? He said he jogs on Hunter Rd. and safety is a concern for him as well as the fact that the area is in a flood zone and includes wetlands. He said he can't see a fire truck being able to turn around and also keep the wetlands and there should be no building on wetlands, so a variance is needed and there should be a concerted effort to preserve wetlands. He said the City contracts with Lane County Sheriff's Office to provide public safety to Veneta but because there are going to be more people, the developer should pay its share of taxes and for sidewalks on the property fronting Hunter Rd. He said there can always be a compromise that helps the City and all citizens.

James Eagle Eye, 25456 Hunter Rd., Veneta, OR
Mr. Eagle Eye said he wanted to talk about the applicant's proposed verbiage changes to the 97 PM trip cap for the property. He said he's assuming based on potential improvements to the intersections discussed and the road in general, that the Commission and the City need to think about that. He said the 97 trip count was proposed and supported by the City Engineer for current conditions on the ground. He said that's not to say if, before build out, somehow Hunter Rd. was improved and the intersections were approved they could not come back to the City. He said putting an open end on that trip count without conditions actually changed, would be wrong for the City and the wrong direction to go. He said we need to consider the 97 PM trip count was recommended by staff and the Engineer for current conditions.

Dean Schlett, 25363 E. Bolton Rd., Veneta, OR
Mr. Schlett asked Father Burfitt about his testimony that the retirement facility will be for retired priests and the faithful. He wanted to know what portion of the community would be reserved for his denomination and what portion would be available for retirees from general public.

Vice Chair Len Goodwin said the applicant may answer that question.

Jerome Poulin said he is responsible for the project and they don't know if there will be taxes yet and that subject needs further discussion. He said the facility will be a faith based community and people outside the parish would be welcomed.

In response to a question from Kevin Conlin, Mr. Poulin said there is no situation that facility residents must be or should be a member of the congregation and there is no preference in religion.

MOTION: **Kevin Conlin made a motion to keep the record open for two weeks to review the applicant's additional traffic information and allow for the traffic engineer to review it. Lily Rees seconded the motion which passed with a vote of 3-0.**

Vice Chair Len Goodwin clarified that the record will be open for two weeks to submit written testimony to the City at any time during that period.

Ms. Connelly said the applicant has seven days to respond after that two week period.

7. Applicant rebuttal
   None

8. Questions from the Planning Commission
   None

9. Vice Chair Len Goodwin closed the Public Hearing at 7:44 p.m.

10. Deliberation and Decision
    After a brief discussion, there was a consensus of the Planning Commission to delay deliberation until the record is closed, to keep the record open an additional two weeks and to continue deliberations at the next Planning Commission meeting.

    Vic Chair Len Goodwin temporarily adjourned the Planning Commission and called for a brief recess at 7:46 p.m.

    Chair James Eagle Eye re-adjourned the Planning Commission at 7:59 p.m.

V. SIGN CODE AMENDMENTS – UPDATE (CLAUDIA DENTON)

a. Sign Code Revisions
   Denton said this is her last Planning Commission meeting, she will not be at the September meeting but she can prepare necessary updates for Garbett and Bork to provide at that time. She said this update includes the Planning Commission's suggestions made at the last meeting which she reviewed.

   After a brief discussion, there was a consensus of the Commission that all of their comments made at the June meeting were covered and staff can move forward with the amendments.

   Bork said the next step would be a code amendment process and some housekeeping amendments may also be included which staff will provide for review.

VI. ADMINISTRATIVE DECISIONS

Garbett said a backyard chicken permit was submitted but not approved because we don't allow multi housing zoning to have chickens.

Garbett said TNT Fireworks submitted a temporary use permit and we received several single family residential building permits and one residential addition building permit. She said staff held a pre-development meeting with someone interested in developing Dick's Diesel Service on Broadway. She said they are purchasing the building and they want to develop professional business offices on that site. She said we received three more chicken permits in July and a few tree permits were submitted after the packets went out. Garbett said in the future a quarterly report will be provided to the Planning Commission rather than a monthly report. She said Veneta Municipal Code requires staff to provide updates on administrative decisions.

VII. OTHER

None

VIII. ADJOURN

adjourned the Veneta Planning Commission at 8:09 p.m

James Eagle Eye

James Eagle Eye, Chair

ATTEST:

Darci Henneman

Darci Henneman, City Recorder

Minutes of the Veneta Planning Commission
September 6, 2016

Present: James Eagle Eye, Kevin Conlin, Len Goodwin, and Lily Rees

Others: Kay Bork, Community Development Director; Lisa Garbett, Planner; Darci Henneman, City Recorder, Dan Haga, City Engineer;

I. REVIEW AGENDA

Chair James Eagle Eye called the Veneta Planning Commisssion to order at 6:29 p.m. and reviewed the agenda.

II. PUBLIC COMMENT

None

III. APPROVAL OF MINUTES

MOTION: Kevin Conlin made a motion to approve the August 2, 2016 minutes. Lily Rees seconded the motion which passed with a vote of 4-0.

Chair James Eagle Eye said he would step down from chairing the meeting and asked Vice Chair Len Goodwin to chair the meeting for this agenda item only. Vice Chair Len Goodwin agreed.

IV. LEGISLATIVE DECISION, CONTINUED FROM AUGUST 2, 2016 – PROPOSED COMPREHENSIVE PLAN DIAGRAM AND ZONING MAP AMENDMENTS, FILE #CP-ZC-1-16, SARTO VILLAGE

Vice Chair Len Goodin reviewed the action taken at the last meeting. The Commission voted to extend the record for 14 days to allow for additional public comment. Within that time, the applicant submitted a proposed alteration to the trip cap and several public comments were also submitted. Len Goodwin asked staff to review the staff report and the approval criteria.

Garbett said the approval criteria is based on the following: Veneta Comprehensive Plan, Ordinance 523, Chapter III – Plan Elements and Policies including Growth Management Element, Residential Land and Housing Element and Utilities, Chapter V - Implementation and Updates to the Plan, Veneta Land Development Ordinance No. 493, Article 11 – Amendments and Statewide Planning Goals (Goal 1: Citizen Involvement, Goal 2: Land Use Planning, Goal 10: Housing and Goal 12: Transportation Planning Rule). The TPR criteria addresses the functional classification and capacity at the planning level for motor vehicle traffic and does not include stipulations for bike lanes and/or pedestrian facilities.

Garbett said the applicant submitted a revised Traffic Impact Analysis (TIA) on August 5, 2016 which was sent to ODOT and they provided comments on August 16, 2016. Originally ODOT was sent a referral request on May 31, 2016 but did not provide comment.

ODOT's comments indicate that the revised TIA utilized outdated methodology from the Highway Capacity Manual (HCM) 2000 rather than the current HCM 2010 for the un-signalized intersections. ODOT recommended the TIA be modified to report and utilize operational performance per the HCM 2010 methodology. ODOT maintains jurisdiction of the Florence-Eugene Highway No. 62 (OR 126) and the Territorial Highway No. 200 (OR 200) and ODOT approval will be required for any proposed mitigation measures to these facilities.

The applicant provided a response to ODOT's comments in a Technical Memorandum, received

DRAFT

August 19, 2016. The City Engineer, Lane Branch, P.E. of Branch Engineering reviewed the materials and provided findings addressing transportation issues.

In response to a question from Len Goodwin, Dan Haga, City Engineer, said the original TIA completed in April, was based on a 97 Trip Cap but was revised to a Trip Cap of 200 based on a 2010 analysis methodology. When ODOT's comments were received, it brought it up to 217. He said they revised their analysis and apparently the results were different enough that the volume capacity ratio fell below the standard. He said he's not sure why it went from 217 to 220.

In response to a question from Len Goodwin, Bork said the comments were more of an informational item -– if we were to allow a 220 Trip Cap, more information would be required. That's why we kept it at 217.

Len Goodwin pointed out a typographical error and said he's concerned that it appears that it almost supports a request for modification of the Trip Cap. He said his concern would be alleviated if any request were consistent with the Transportation Planning Rule (TPR) as it stands at the time of the request. He said it seems that if the TPR is changed, then TPR compliance is required since it would be at the time of development and not at the time of the zoning decision - consistent with the TPR as it exists at the time of the application.

Bork clarified that Len Goodwin would like the final order to read ". . . consistent with the Transportation Planning Rule in effect at the time of the development proposal".

Lily Rees supports a 217 Trip Cap. She said she's concerned that the zoning decisions were being based on the amount of traffic generated from a development based on residents 55 years or older. However, the Planning Commission can't require an irrevocable development agreement and say that's the way it has to be. If its set up that way and the trip generation is based on that age group, but it changes to be open to younger couples, two people working in the family, then more trips would be generated. She just wants to make sure we're protecting residents and that safety concerns are addressed and not develop something before the sidewalks and intersections are adequate to accommodate that kind of traffic.

Kevin Conlin said he is concerned about density and it represents a significant change. He said he's learned a great deal about the public safety issues brought out by the opponents and that concerns him. He said he would feel better if it was happening in an environment where most of those issues are already dealt with and we don't have that here. He said statistics talk about our aging population but Veneta still has a pretty young population. He's concerned that we're making a substantive change with such a large area and he would feel happier if we were looking at something more consistent with how we address the needs of seniors in our City and look at ways to fill in the gaps to improve the services that are already available. He doesn't know that something this big and fundamental is necessary to address our issues.

Len Goodwin agreed it is a substantial increase in close density but we have to keep in mind this is only a zoning change and not a development application to construct anything. He said the public, the community, the Planning Commission and the City Council will have an opportunity to review a precise development proposal, which at that time, it may be appropriate to impose additional conditions that address some of those issues - safety and transportation concerns. He said those issues can be addressed in a development proposal more effectively and legitimately then they can be in a plan designation or zoning. He doesn't agree that we should continue to address the needs of our seniors the way we have in the past. The demographic of Veneta may not be changing as fast as other communities but if Veneta is to be successful in further development, then an increase in future density is essential. We can no longer avoid the luxury of five acres parcels in a rural setting if we want to become a small town or city. He said this is a small step to a long and slow process.

DRAFT

Kevin Conlin said he wants to make sure we don't move too quickly on this issue and to ensure that whatever the Planning Commission does, they provide as many options as possible.

Lily Rees said she's concerned about the impact and demand such a large development would have on our public safety services as well as property taxes. However, she said the Planning Commission doesn't have a way to address that in a land use decision. She said it's a large piece of land that could be supporting schools and public safety by way of property taxes. She said seniors may not have kids in school but she doesn't have kids and she still supports the schools by paying property taxes. She said she's heard the citizen concerns which are valid and justified but the Planning Commission can only base their decision on land use issues.

MOTION: Lily Rees made a motion to approve the final order with the conditions as stated. Len Goodwin seconded the motion which passed with a vote of 2-1.

Kevin Conlin voted no.

V. QUASI-JUDICIAL PUBLIC HEARING, CONDITIONAL USE PERMIT, FILE # CUP-2-16 VALLEY UNITED METHODIST CHURCH (DAY CARE FACILITY)

1. Chair James Eagle Eye opened the Public Hearing at 6:55 p.m.

2. Declaration of Conflict of Interest or Ex-Parte Contacts
   None

3. Staff Report (Lisa Garbett)
   Garbett said the applicant is proposing to locate a Day Care facility, serving 16 children, at Valley United Methodist Church (VUMC). The site is already developed and no new services are required. The site is zoned General Residential with a Greenway-Open Space Subzone. A conditional use Permit and Site Plan is required as the proposal involved locating a Day Care Facility in the General Residential zone per Section 4.03(4)(c). The notice requirement was completed. The City building official and Lane Fire Authority had no concerns about the outdoor play area. Veneta Municipal Code (VMC) requires 75 sq. ft. per child or 2700 sq. ft. total. The site plan provides a proposed fenced outdoor play area but the Site Plan is not to scale. In order to ensure sufficient outdoor play area and to meet code requirements, staff is recommending as a condition of approval, the applicant submit a revised Site Plan to scale showing a minimum of 2700 sq. ft. of outdoor play area, which the site can accommodate. Also, as a condition of approval, the applicant is required to provide documentation to the City from the State of Oregon, prior to occupancy, of an approved Day Care Facility which meets applicable state licensing requirements. The City building official recommended that a condition of approval be included in the final order that requires each classroom have one exit to the outside.

   In response to a question from Len Goodwin, Garbett said average daily trips for 16 children would not reach the threshold required an impact analysis. VMC requires a TIA of 100 average daily trips and the children to be served is expected to be 16 or more. She said the applicant is here and she could speak to that.

   James Eagle Eye said he's not opposed to asking but leaving it open at 16 plus children doesn't really answer that question. He asked the Commission if a trigger mechanism should be included.

   Len Goodwin said this is a Public Hearing and if the applicant testifies, we could get more information at that time. However, if that information proves to be inadequate the Planning Commission could consider some kind of condition of approval.

DRAFT

4. Applicant/Proponents
   Holly Lang, 26054 Vista Dr., Veneta, OR
   Ms. Lang said the maximum number of children allowed is 36 and that number is based on the square footage of the building they are using so it would never go beyond that number.

   Joan Mariner, 25712 Cochran Ct., Veneta, OR
   Ms. Mariner said VUMC have been very good citizens in our community and provide many services. She said they host the warmer center and community meals. She said its' a small congregation and they've had some financial struggles. She said having a daycare is a perfect fit and a great project for the community. She said the trips generated by a day care are far less than an average Sunday afternoon, which they are already cleared for and the trips will not overlap.

   Brian Phillips, 90468 Sheffler Rd., Elmira, OR
   Mr. Phillips said he is the Chairman of the Trustees of VUMC and he has been assisting Ms. Lang with the plans. He said the mission of the church is to help their community. He said the outdoor play area is huge and the necessary fenced area is included. He said he is in favor of this plan.

5. Opponents
   None

6. Neutral testimony
   Mike Millage, 26721 Pickens Rd., Eugene, OR
   Mr. Millage he said he owns a house next to the back yard of the church and he was wondering what kind of structure or fence is planned that might impact the view from his house.

   Bork said generally, if the Planning Commission wanted to, with a conditional use permit, they could require fencing to buffer areas but based on Mr. Millage's comments, it sounds like he's concerned about a visual screen. She said the maximum allowed fence height is six ft. She said this use doesn't state whether it has to be opaque or not. She said if it's abutting residential use the code usually requires screening.

   Mr. Millage doesn't want to take away the screening which currently is just foliage but there is no fence.

   James Eagle Eye said it will need to be fenced because of the play area. He said areas near a school or park that abut residential uses, require a six ft. fence with an opaque factor. He said basically what is around a school.

   Mr. Phillips said there will be a four ft. high fence around a 30 ft. by 20 ft. area.

   Ms. Lang said the fenced area is only for children preschool and younger.

   Bork said it sounds like there are two issues, one is a fenced in area for children but not necessarily on the property lines and the second is if the Planning Commission feels there should be screening or fencing to separate the uses.

   In response to a question from Len Goodwin, Mr. Millage said the only separation is foliage - trees. He said they are very nice plantings.

   In response to a question from Len Goodwin, Bork said the plans don't call for the foliage to be removed.

DRAFT

Mr. Phillips said the fenced area for the younger children will be 50 ft. from the property line.

Patty Millage 26721 Pickens Rd., Veneta, OR
Ms. Millage said it sounds like the older children will be allowed to play in the entire area so how does that impact the neighbors if they slip through the foliage to the neighbor property?

James Eagle Eye said he doesn't think that falls within City regulations but rather involves state regulation of a day care facility. He said the City could be a partner to solve issues that arise but that is more of a State regulation.

Ms. Lang said there is a very strict ratio they have to follow with regard to teachers/supervisors to children. She said they go on field trips often and they've never had a child slip away. She said the children are very closely watched and supervised.

Ms. Millage said what about if the neighbor's dog gets into the play area.

Ms. Lang said that could happen anywhere.

7. Applicant Rebuttal
   None

8. Questions from the Planning Commission
   None

9. Chair James Eagle Eye closed the Public Hearing at 7:10 p.m.

10. Deliberation and Decision

MOTION: Len Goodwin made a motion to approve the application. Kevin Conlin seconded the motion which passed with a vote of 4-0.

VI. OTHER

Bork reminded the Planning Commission that on September 26, 2016 at 5:30 p.m. there is a joint work session with the City Council to review the Wastewater Treatment Plant Master Plan. She said a light dinner will be served.

James Eagle Eye confirmed that staff had it in the record that the Planning Commission recommended the Sarto Village zoning amendment be forwarded to the City Council for review.

VII. ADJOURN

adjourned the Veneta Planning Commission at 7:13 p.m

XXXXXXXXXXXXXXXXXX
James Eagle Eye, Chair

ATTEST:

XXXXXXXXXXXXXXXXXXXXX
Darci Henneman, City Recorder

DRAFT

VENETA CITY COUNCIL
AGENDA ITEM SUMMARY

Title/Topic: Public Hearing for 8th Street Sewer Local Improvement District (LID)

Meeting Date: September 26, 2016
Department: Community Development

Staff Contact: Kay Bork
Email: kbork@ci.veneta.or.us
Telephone Number: 541-935-2191 Ext.314

ISSUE STATEMENT
Council is scheduled to hold a public hearing to take public testimony on the formation of the 8th Street Sewer LID. The City Council will take action on the formation of the LID based on valid written remonstrances and other comments received. If Council moves to proceed with the LID, the Council may also make a motion to call for bids for construction of the sewer improvement.

BACKGROUND
On July 25, 2016 City Council approved the Engineer's Report for the 8th Street Sewer Improvement LID and adopted Resolution No. 1204, declaring the City's intention to form a Local Improvement District to fund the 8th Street LID sewer improvement project. Council set a public hearing date for the proposed improvements for September 26, 2016.

The intent of the public hearing is to take testimony on the proposed improvement. Property owners can submit written remonstrance and provide oral objections. Per Veneta Municipal Code (VMC) 3.10.060, if valid remonstrance of at least two thirds of the property to be specially assessed by such improvement, the City Council will abandon the project for six months unless the project is unanimously declared by the Council to be needed at once because of an emergency. Written remonstrance can be received by the City Recorder prior to the public hearing.

In this case there are five (5) property owners who own seven (7) properties totaling 2.34 acres within the proposed LID to be assessed. In order to abandon the project for six months, remonstrance from property owners totaling at least 1.56 acres shall be received. There are no Non-Remonstrance agreements or Irrevocable Petitions recorded on any of the properties so all property owners are eligible to file a valid remonstrance.

As required by VMC 3.10.040, public notice was sent via certified mail to all property owners and published twice, each a week apart, in the Fern Ridge Review. To date no public comment or remonstrances have been received.

RELATED CITY POLICIES
Veneta Municipal Code Chapter 3.10 regulates the formation of an improvement district. The City Council has passed several previous Ordinances for the formation and assessment of properties for an LID.

COUNCIL OPTIONS

After the close of the public hearing the City Council can order the improvement in accordance with Resolution No. 1204 or the Council by its own motion may abandon the project. Once the Council approves the improvement the City Engineer shall prepare plans for the work to be done.

If Council orders the improvement it may also make a motion for the City Recorder to advertise for bids for the construction of the project based on the council approved Engineers Report. Council may choose to call for bids at a later date if desired.

CITY ADMINISTRATOR'S RECOMMENDATION

Make a motion to proceed with the 8th Street improvement project and LID in accordance with adopted Resolution No. 1204 if no remonstrance is submitted, but postpone directing Engineer to prepare bid documents and Council motion to advertise for bids until March 2017 in order to proceed with the project in late spring or early summer.

SUGGESTED MOTIONS

1. *"I make a motion to proceed with the 8th Street sewer improvement project and LID in accordance with Resolution No. 1204."*

ATTACHMENTS

1. Copy of 8th Street Sewer LID Public Notice.

NOTICE OF HEARING

WASTEWATER COLLECTION SYSTEM IMPROVEMENT

The City of Veneta intends to install wastewater collection lines within the right-of-way on 8th Street and McCutcheon Ave between Dunham and McCutcheon Ave to serve the abutting properties as listed on Attachment A, and to assess the costs of such improvements against the benefited properties. A written report on the improvement is on file, and may be examined by the public, in the office of the City Recorder, 88184 8th Street, Veneta, Oregon. The City will hold a public hearing on the proposed sewer improvements at 6:30 p.m. on **Monday, September 26, 2016** at City Hall, 88184 8th Street, Veneta, Oregon. At the hearing, the City Council will hear and consider objections and remonstrances to the proposed wastewater collection system improvements.

If prior to such hearing there shall be presented to the recorder valid, written remonstrances of the owners of two-thirds of the property to be specially assessed by such improvement, then the improvement will be abandoned for at least six months, unless the improvement is a sewer or an improvement unanimously declared by the council to be needed at once because of an emergency.

The total estimated cost of the proposed wastewater collection system improvements is $137,993. The estimated Local Improvement District portion cost is $102,714. The estimated costs for each benefited property are set forth on Attachment A. The actual costs to be assessed against each property will be determined based upon the actual construction costs of the project after the project is completed. Notice of such actual assessments will be forthcoming. The benefited properties are listed on Attachment A.

8th STREET WASTEWATER COLLECTION SYSTEM IMPROVEMENT
BENEFITTED PROPERTIES – ATTACHMENT A

Map Number	Taxlot Number	Site Address	Owner Name	Lot Area	Percent of LID Area	2016 Project LID Cost Per Lot
17063613	5000	24857 MCCUTCHEON AVE	RAY WAYNE L	0.12	5.13%	$ 5,267
17063613	5100	24858 MCCUTCHEON AVE	RAY WAYNE L	0.12	5.13%	$ 5,267
17063613	5200	24845 MCCUTCHEON AVE	SULLIVAN MARGARET A	0.25	10.68%	$ 10,974
17063613	5300	Vacant	LOUIE JACK H	0.56	23.93%	$ 24,581
17063613	5400	24850 MCCUTCHEON AVE	RAZE GARY E & LEANNE	0.16	6.84%	$ 7,023
17063613	7600	Vacant	MCADAMS TROY & JULILAH L	0.38	16.24%	$ 16,680
17063613	7700	88138 8TH ST	MCADAMS TROY & JULILAH L	0.75	32.05%	$ 32,921
Total				2.34	100.00%	$ 102,714

Minutes of the Veneta City Council Work Session
September 12, 2016

Present: Sandra Larson, Tim Brooker, Thomas Cotter, (arrived at 5:38 p.m.) Laura Ruff

Absent: Thomas Laing

Others: Ric Ingham, City Administrator; Kyle Schauer, Public Works Director; Darci Henneman, City Recorder; Julie Reid, Emergency Management Specialist; Linda Cook, Emergency Manager, Lane County Sheriff's Office

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1. CALL TO ORDER THE VENETA CITY COUNCIL WORK SESSION

Mayor Larson called the meeting to order at 5:34 p.m.

2. LANE COUNTY PRESENTATION OF THE HAZARD MITIGATION PLAN

Ingham introduced Linda Cook, Lane County Sheriff's Office (LCSO) Emergency Program Manager.

Ms. Cook said there are various degrees of understanding emergency management. She said tonight she doesn't want the Council to feel lost or that she's talking about something that isn't familiar. She encouraged questions.

Ms. Cook said Lane County is working with Veneta on two plans - the Emergency Operations and Hazard Mitigation Plan. She said tonight we'll be talking about the Hazard Mitigation Plan.

The 2017 Lane County Multi Jurisdiction Hazard Mitigation Plan sanctioned by OEM and FEMA is the first for which the City of Veneta, has been a formal participant. Formal participants in an approved Multi Jurisdiction Hazard Mitigation Plan are eligible for Hazard Mitigation Grants; Pre-Disaster Mitigation Grants and Flood Mitigation Assistance grants.

Lane County's Mitigation Plan was first developed in the 1990's with Linn and Benton Counties. In 2000 hazard mitigation law was passed and in 2002 Lane County adopted its first Plan with a five year update lifecycle. Currently they are working on the 2017 update which included a request for funding for small, surrounding incorporated cities. Veneta's plan is focused on things that are unique to Veneta but separate from Lane County.

In response to a question from Mayor Larson, Ms. Cook said the plan is designed to provide guidance for any kind of natural disaster; flood, fire, wind storm, etc. She said for example, instead of implementing a long term capital plan to deal with specific disasters we should design a plan that provides guidance for anything from drought to a tsunami.

Ingham said in January 2016 Greg Wobbe, Lane County's Consultant, met with Chief Ney of Lane Fire Authority, Kyle Schauer and himself toured the City and discussed potential mitigation projects.

Ms. Cook said eventually the City will be asked to adopt the plan as a guide to follow. She said adopting the plan does not imply that funding needs to be committed to any projects, however, vetting out and pin pointing actual project costs could also be an action item of the Plan. Also, the plan is non-binding but expresses to FEMA we are aware of the hazards and committed to mitigation to the extent of practicality. She said if we had the projects defined when funding is available, we may get the project funded.

Laura Ruff said the plan is really more like examples of what can be done but give us some flexibility.

Ms. Cook suggested listing the updates to the Jeans Rd. lift station as a completed project to show that we're already working on a mitigation plan.

In response to a question from Ingham, Ms. Cook said FEMA grants don't cover the cost to purchase equipment like brush hogs but Homeland Security grants would be a likely funding source.

In response to a question from Laura Ruff, Schauer said replacement of the Dogwood Reservoir would be 2 to 2.5 million dollars. He said the Wastewater Master Plan calls for a redundant reservoir at the same elevation which would be built to seismic standards.

In response to a question from Tim Brooker, Ingham said building a redundant tank would not likely be considered a Capital Improvement Project but it's up to the Council to decide how forward thinking we want to be. He said if it's on the work plan to locate a site for the new water tank that meets seismic activity, it would eliminate the need to retrofit the existing tank.

In response to a question from Mayor Larson, Schauer said we don't really know how the pipeline will be effected, it just depends on the level of activity.

Ms. Cook said anything we can do to be more resilient should be listed in the plan. She brought this to the Council for review, as a draft document, but they also want the community's input by conducting a survey asking residents about the hazards that most interest them, if the City's goals are on target in terms of guidance, and what additional goals or projects should be considered. She said Veneta's project will be absorbed through the County's goals but the wrap up page will ask where residents live so they can provide input for the area they live in.

Laura Ruff said she would like to see included on the list of potential projects is some kind of tree assessment be conducted throughout the City to identify sick or dying trees to be removed for limbed. She said every time we get hit with any kind of high wind, limbs and trees are affected which affects property.

Ms. Cook said Lane County created an inventory of diseased and ageing trees and a schedule to remove or limb potential dangerous trees.

In response to a question from Reid, Ms. Cook said the five public owned utilities will be implemented in the future plan update.

Ms. Cook said continuity planning would include identifying critical public services and services that can be temporarily suspended for minimal hours. She said the next step is to locate an alternate facility where we could perform those functions. She said many cities contract with Agility, Inc., to provide modular mobile spaces as an alternate facility. She said it's a matter of identifying essential functions and having a plan to implement if disaster strikes. She said economic development of a community also needs to be considered. She said local government managers or coordinators should reach out to local business to make sure they have continuity plans in place and if not, make connections with local businesses; checking in after a disaster to make sure everyone is okay and pass that information on to the county who will then notify the federal government.

Ms. Cook said the plan adoption timeline will be as follows: the document goes to state level, local jurisdictions adopt the Plan and then County Commissioners adopt it. She said the massive adoption process has been pushed out four weeks from October 1st to allow for community input. From there it goes to Oregon Emergency Management (OEM) and then to FEMA. She said March 26, 2017 is the deadline but finalization will take place in April, 2017.

In response to a question from Ingham, Ms. Cook said the City and County Plan adoption process will likely be simultaneous.

Mayor Larson thanked Ms. Cook for explaining how the City will implement its own program.

3. ADJOURN

Mayor Larson adjourned the Veneta City Council at 6:33 p.m.

XXXXXXXXXXXXXXXXXXXX
Sandra H. Larson, Mayor

ATTEST:

XXXXXXXXXXXXXXXXXXXXXXXXX
Darci Henneman, City Recorder
(Minutes prepared by DHenneman)

Minutes of the Veneta City Council
September 12, 2016

Present: Sandra Larson, Thomas Cotter, Tim Brooker, and Laura Ruff

Absent: Thomas Laing

Others: Ric Ingham, City Administrator; Carrie Connelly, Legal Counsel; Shauna Hartz, Finance Director; Kay Bork Community Development Director; Kyle Schauer, Public Works Director; Claudia Denton, Steve Dobrinich, Marina Brassfield, Economic Development Specialists; Darci Henneman, City Recorder; Christina Spencer, St. Vincent/DePaul; Dennis Paronto, Mid Lane Cares; Jeff Schlageter, Oregon Herbal Remedies; and Michelle Ossowski, Fern Ridge Review

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1. CALL TO ORDER THE VENETA CITY COUNCIL

Mayor Larson called the Veneta City Council to order at 6:34 p.m.

2. PUBLIC COMMENT

3. ST. VINCENT/DEPAUL COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

a. **PUBLIC HEARING** –

1) Mayor Larson opened the Public Hearing at 6:34 p.m.

2) Staff Report (Agenda Item Summary)

Bork said tonight's public hearing is to receive testimony on the needs of low and moderate income persons who could benefit from the Regional Housing Rehabilitation Loan Program (RHRP) of Lane County through the Community Development Block Grants (CDBG) Program. The program would provide funds to owner-occupied households for housing rehabilitation in Veneta. St. Vincent/DePaul (SVDP) of Lane County would administer the RHRP which was established in 2001. She said a representative of SVDP is attending tonight's meeting. She said the City of Veneta and Creswell would be recipients of the funds but Creswell is not an applicant. Veneta would be the lead agency and the maximum a City can receive is $400,000 and individual loans are generally $25,000 to $35,000 per household. Between June and August 2016, SVDP conducted community outreach to assess the need for the program in Veneta and the Fern Ridge area. They worked with Mid Lane Cares to identify potential applicants. From that, 25 Veneta households inquired about the program and three applications have been returned. She said the CDBG grant application must be submitted by September 30th with funding in February. She said the funds are on a first come first serve basis and if we don't reach our target audience SVDP will look outside City limits for applications.

3) Public Comment

Christina Spencer, St. Vincent/DePaul, Chad Dr., Eugene, OR

Ms. Spencer said she is the Loan Specialist for the Regional Housing Rehabilitation (RHRP) Loan Program funded through the Oregon Community Development Block Grants (CDBG). The RHRP has been in place for many years and consists of the following participants: Cottage Grove, Lowell, Oakridge, Junction City, Florence and rural Lane County. Veneta and Creswell were invited to participate at their September 8, 2016 board meeting. Ms. Spencer read a script which she is required to do and is attached as Exhibit A. She said the maximum loan for low income homeowners is $25,000 and an additional $10,000 can be available if certain criteria is met.

4) Questions from Council

In response to a question from Thomas Cotter, Ms. Spencer said they estimated if 16-two person households borrowed $25,000 each they would use the full $400,000. She said applicants can come to their office and complete an application. Once it's processed, a manager provides a

scope of work and reviews it with the applicant then sends it out for bid. When loans are repaid, the money comes back into the program and re-loaned. She thanked the City for including the program information in the utility bills. She said the agency sent out a lot of applications and they feel its just a matter of time before they start getting them back. She said currently, they have three solid applications.

Dennis Paronto, 25138 legacy Ct., Veneta, OR
Mr. Paronto said he is the Chairman of Mid Lane Cares (MLC). He said this program would benefit many of the residents that MLC helps. He said MLC can assist with food and other services but they can't help with the high cost of home repairs. He said this is a great asset for residents and a great tool for MLC and they fully support this project.

5) Mayor Larson closed the Public Hearing at 6:52 p.m.

6) Council Deliberation (if needed)

MOTION: Thomas Cotter made a motion for the City Administrator to sign the Intergovernmental Agreement designating the City of Veneta as the lead agency that will be responsible for applying, receiving and administering the CDBG award. Tim Brooker seconded the motion which passed with a vote of 4-0.

4. CONSENT AGENDA

MOTION: Thomas Cotter made a motion to approve the Consent Agenda as presented. Laura Ruff seconded motion.

VOTE: Thomas Cotter, aye; Sandra Larson, aye; Laura Ruff, aye; Tim Brooker, aye.

The consent agenda as approved Minutes for August 8, 2016 with the correction to change "Latham" to "Lanham"; Accounts Payable - Checks for Approval – Paid through August 24, 2016, to be paid – Payable through September 6, 2016, Elmira High School Homecoming Parade Permit Application, Finance Director Employment Agreement.

5. COUNCIL BUSINESS AND REPORTS

a. Business

(1) Appointment to Planning Commission vacancy
Mayor Larson said Calvin Kenney submitted the only application received for the vacancy on the Veneta Planning Commission. Mr. Kenney attended tonight's meeting and with no objections from the Council, Mayor Larson appointed Calvin Kenney to the Planning Commission.

(2) Request from VFW Post 9448 to waive Community Center Rental Fee

MOTION: Thomas Cotter made a motion to waive the Community Center rental fee for the Veterans of Foreign Wars Post 9448, in the amount of $450, to use on the 3rd Tuesday of each month beginning September 20, 2016 through August 22, 2017 (one year). Laura Ruff seconded the motion which passed with a vote of 4-0.

(3) Request from Fern Ridge School District for Discounted Bulk Water
In response to a question from Mayor Larson, Ingham said he recommended selling the bulk water to the School District at the same rate the City pays, which is $3.51 per thousand gallons.

MOTION: Thomas Cotter made a motion to sell up to 80,000 gallons of bulk water to Fern Ridge School District at a reduced rate of $3.51 per 1000 gallons. Tim Brooker seconded the motion which passed with a vote of 4-0.

In response to a question from Thomas Cotter, Mr. Carpenter said currently the school district has four wells. He said the main well is at the high school and produces about 80 gallons of water per minute. He said they irrigate the sports fields with water from Fern Ridge Reservoir so they don't use their well water for irrigation. He said recently they planned to fill their fire suppression storage tanks with water from the high school well but its capacity dropped to less than 80 gallons per minute which concerned the facility staff. That's when he decided to approach the City to purchase bulk water to fill their fire suppression storage tanks.

(4) Request from Fern Ridge Gleaners to waive Community Center Rental Fee

MOTION: Thomas Cotter made a motion to waive the community center rental fee for Mid Lane Gleaners, in the amount of $1820, to use on the 2nd, 4th and 5th Fridays only beginning October 1, 2016 through September 30, 2017 upon availability. Additional dates will require full payment. Tim Brooker seconded motion which passed with a vote of 4-0.

b. Council/Committee Liaison Reports
Thomas Cotter said he attended the last Chamber meeting and said they repaired the computer and will get statements out soon. He said the Harvest Festival was very successful and Curves won the chili contest again. He said there are still a few bottles of wine left over from the Wineries without Walls project and the next luncheon meeting is Wednesday, September 14th at Our Daily Bread.

In response to a question from Mayor Larson, Ingham said Lane Fire Authority will talk about its merger, the Fern Ridge Library will talk about its operational levy, and the City will talk about the ballot measure for the 3% marijuana tax.

Laura Ruff said the Tree City/Arbor Day celebration sponsored by the Veneta Park Board will be on October 15, 2016.

Mayor Larson said it's always a nice event but we need to get more attendance.

Mayor Larson said since Fern Ridge School District Superintendent, Sally Storm retired, the School board appointed Gary Carpenter as the interim superintendent and Karen McKenzie as the Assistant Superintendent. She said a third Veneta Elementary kindergarten classes has been added and at the Harvest Festival, the Kiddy Pool Fundraising Committee raised $120 from the "Duck for a Buck" program. She said the Farmers' Market and the Harvest Festival were wonderful.

Thomas Cotter said the Festival was well laid out this year.

6. STAFF REPORTS

a. City Legal Counsel……Carrie Connelly

(1) Establishing a Retail Tobacco Licensing Program

i. Agenda Item Summary
Ms. Connelly introduced herself to Laura Ruff. Ms. Connelly reviewed the timeline for implementing the tobacco retail licensing program. She said Ordinance No. 538 was read for first reading at the August 8, 2016 Council meeting. Since then two modifications were made to the Ordinance which she read aloud. She said if the Council chooses to adopt the ordinance for second reading and final enactment then Resolution No. 1207 and the Intergovernmental Agreement (IGA) with Lane County to administer and enforce the licensing program can be approved. If they do not approve Ordinance No. 538 for second reading then the resolution and the IGA cannot be presented to the Council for approval.

ii. **Ordinance No. 538** – AN ORDINANCE ESTABLISHING VENETA CITY CODE TITLE 5, CHAPTER 30 TOBACCO RETAIL LICENSING for Second Reading by Title Only and Final Enactment.

MOTION: Thomas Cotter made a motion to adopt Ordinance No. 538, an Ordinance Establishing Veneta City Code Title 5, Chapter 30 Tobacco Retail Licensing for second reading by title only and final enactment. Laura Ruff seconded the motion which passed with a vote of 4-0.

Ordinance No. 538 was read into the record for second reading and final enactment.

iii. Public Comment
None

iv. **Resolution No. 1207** – A RESOLUTION ESTABLISHING A TOBACCO RETAILER LICENSING FEE AND REDUCTION THERETO FOR CERTAIN TOBACCO RETAILERS

MOTION: Thomas Cotter made a motion to Adopt Resolution No. 1207, a Resolution Establishing a Tobacco Retailer Licensing Fee and Reduction Thereto for Certain Tobacco Retailers. Tim Brooker seconded the motion which passed with a vote of 4-0.

v. Approval of Intergovernmental Agreement (IGA) with Lane County
Ingham said the only change to the IGA is the effective date. He said the IGA in the Council packet should have an effective date of "October 12, 2016". He said the IGA and Ordinance No. 538 will both become effective on October 12, 2016.

MOTION: Thomas Cotter made a motion to approve the IGA with Lane County for Tobacco Retail Licensing Services, as presented. Tim Brooker seconded the motion which passed with a vote of 4-0.

(2) Allowing Oregon's Herbal Remedies, A Licensed Recreational Marijuana Retail Facility, To Locate Within 500 Feet of West Lane Technical Learning Center

i. Agenda Item Summary
Ms. Connelly said her colleague, Lauren Sommers, prepared Ordinance No. 539 but she could not attend tonight's meeting so Ms. Connelly will be presenting the Ordinance to the Council for second reading. The City received a request from Jeff Schlageter, the owner of Oregon Herbal Remedies to transition from a Medical Marijuana Facility (MMF) to a Recreational Marijuana Facility (RMF). She said in 2014 Oregon Herbal Remedies located in the West Lane Shopping Center and a year later West Lane Technical Learning Center Charter School (WLTLC) located in the same shopping center within 1000 ft. of the MMF. Recently the Oregon Legislature adopted Senate Bill (SB) 1151 which allows cities to adopt an ordinance permitting RMF to be located within 500 ft. of a public or private elementary or secondary school if the City Council determines that a "physical or geographic barrier capable of preventing children from traversing to the school" separates the RMF from the school. She said legal counsel and staff interpreted that the geographical barrier exists but ultimately OLCC will make the final determination.

In response to questions from Mayor Larson, Mr. Schlageter said OLCC has planned to inspect his facility on October 1st. He said he was hopeful everything with the ordinance will go smoothly so he went ahead and scheduled the inspection. Mr. Schlageter said if OLCC determines there isn't sufficient barrier, he can still conduct business as a MMF but would not be able to make the transition to a RMF.

Ingham said he spoke with Senator Prozanski who proposed some of the language of SB 1151. Sen. Prozanski said they tried to appease both sides of the aisle but he felt this situation will be somewhat common. He also felt that the legislature will be asked to provide more detailed definitions and the new proposed language will give cities more decision making authority.

In response to a question from Mayor Larson, Mr. Schlageter said no one under 18 is allowed in the facility.

Ingham said the facility is where it should be - in a shopping center and WLTLC is closer to the liquor store than it would be to Oregon Herbal Remedies and is also next door to a bar.

ii. **Ordinance No. 539** – AN ORDINANCE ALLOWING OREGON'S HERBAL REMEDIES, A LICENSED RECREATIONAL MARIJUANA RETAIL FACILITY, TO LOCATE WITHIN 500 FEET OF WEST LANE TECHNICAL LEARNING CENTER for First Reading by Title Only.

MOTION: Thomas Cotter made a motion to adopt Ordinance No. 539, an Ordinance Allowing Oregon's Herbal Remedies, a Licensed Recreational Marijuana Retail Facility, to locate within 500 feet of West Lane Technical Learning Center for first reading by title only. Tim Brooker seconded the motion which passed with a vote of 3-1. Laura Ruff voted no.

Laura Ruff said it's unfortunate that the WLTLC is located in the shopping center.

Ordinance No. 539 was read into the record for first reading by title only.

b. Economic Development Specialist….....……..….....Claudia Denton/Steve Dobrinich

(1) Veneta Business Connect Report

Denton and Dobrinich provided an update on the Veneta Business Connect program which is part of Veneta's Business Retention and Expansion (BRE) program. She said the Economic Development Committee (EDC) developed an outreach program to better understand the needs of local business and to support existing and emerging Veneta businesses. Rural Development Initiatives (RDI) stepped in to assist with development of the BRE. Results from interviews of local business owners indicated some challenges they faced were the availability of skilled labor, access to working capital, and high speed internet. She said those interviewed said they appreciated the program being development because they didn't feel well connected with one another and wanted to connect with the broader community.

In response to a question from Mayor Larson, Denton said new and emerging businesses said there is definitely a lack of business space available in Veneta.

Dobrinich said now they are putting together a timeline they will follow to stay in touch (quarterly, annually, etc.) with any local business. They will also form three ad hoc subcommittees: Workforce Development; Business Infrastructure; and Business Tools, Resources, and Relationship Building.

Mayor Larson said the report provided a lot of very useful information. She thanked Denton and Dobrinich for the update.

Ingham introduced Marina Brassfield, the new RARE participant that will be taking over for Claudia Denton. He said Steve Dobrinich has agreed to stay on to help with the transition.

c. Community Development Director…….....……..……..….....…Kay Bork

(1) Reduction of Transportation System Development Charges

i. Agenda Item Summary

Bork said if approved, Resolution No. 1206 will temporarily reduce transportation SDCs for nonresidential development by 50%. She said last year the Council passed a resolution that sunsets September 30, 2016 and staff is recommending the Council approve Resolution No. 1206 as a way to encourage non-residential development. She said we are seeing some commercial development.

Bork said a brewery wanting to locate in Sandy, Oregon, mentioned Veneta and this SDC incentive.

ii. Public Comment

None

In response to a question from Thomas Cotter, Bork said the analysis was done when Brian Issa was here and that 50% works out well. She explained the methodology for the 50% reduction and said the SDC amount is consistent with Creswell and Eugene.

In response to a question from Laura Ruff, Ingham said the reduction is year to year so the Council can review it annually to see if it's working or if there was any interest. He said the Redevelopment Tool Kit included the City provide incentive to developers. He said this SDC reduction is one incentive the City offers. He said the Work Plan includes updating the Transportation System Plan (TSP) and review the methodology.

Bork said when we adopt the new TSP we'll look at a Capital Improvement Plan (CIP) and update the SDC methodology if necessary.

iii. **Resolution No. 1206** – A RESOLUTION PROVIDING FOR THE TEMPORARY REDUCTION OF TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR NONRESIDENTIAL DEVELOPMENT

MOTION: Thomas Cotter made a motion to adopt Resolution No. 1206, a Resolution providing for the Temporary Reduction of Transportation System Development Charges for Non-residential Development. Tim Brooker seconded the motion which passed with a vote of 4-0.

d. Finance Director……..…….....……..…….....…Shauna Hartz

(1) Rules of the Council Amendment

i. Agenda Item Summary

Hartz reviewed the proposed updated Council Rules. She said Henneman did most of the work and researched Council Rules from similar sized cities in Lane County. Several sections were added to make the rules more consistent and thorough. She said the first Council Rules were adopted in 1981 and modified in 1995. Staff felt it was time to review and update our Rules and found many parts that are not conducive to how we do business today. She said after the packet went out, legal counsel suggested a few changes be included which she reviewed.

Mayor Larson asked that she have more time to review the rules. There was a consensus of the Council to postpone amending the Council Rules by way of Resolution No. 1205 until September 26, 2016.

(2) Financial Activity & Fund Balance Report - July 1, 2015 to June 30, 2016

Hartz said this is the year to date financial report that is preliminary until after the audit which is scheduled for the 26th and 27th of this month. She said the Sewer Fund, due to the LID Projects and

some large maintenance type projects brought the ending fund balance down from the beginning of the year. The Street Fund is also down because of the pavement preservation program. She said there was also a reduction in Capital Construction for sewer because the LID project was partially SDCs eligible. She said this is all expected activity and she doesn't anticipate things will change much after the audit.

In response to a question from Mayor Larson, Hartz said the property tax increases weren't consistent proportionally across the funds because we allocate different amounts to different accounts and it's also effected by the prior years' taxes that are allocated on different percentages.

Ingham said if we saw the projection going that way, we made some adjustments for the current budget expecting the percentages would change. He said there were a couple of areas where the allocation percentages did get modified.

In response to a question from Mayor Larson, Ingham said we projected the Law Enforcement Fund will drop about $100,000 per year. He said it's not very sustainable so how do we reverse that. He said we're already falling below our preferred ending fund balance. He said either there's going to be a new revenue source or those other areas supported by property taxes will see a reduction so that we can maintain an adequate ending fund balance. He said looking three years out we may not be able to maintain the current contract level.

In response to a question from Mayor Larson, Hartz said the 874% increase in the grant fund is misleading. She said grant funds that are given up front can only be recognized if we have done the grant work. At each year end, she has to back out the unused portion and then put it back in the next year as revenue. If needed the adjustment is done at the end of the year.

e. Public Works Director…..…..…….....……..…..…Kyle Schauer

(1) Update on Wastewater Treatment Plant

Schauer said not a lot has happened since he last updated the Council. He said one pond is running well but the other is still sick. On Tuesday September 6th a small amount of substance affected the pond. He said they have developed a protocol to follow but they need a couple of weeks to get it turned around. He said it looks like we've done everything that can be done but unfortunately, we're no closer to figuring out what is causing the problem. He said the samples are delicate and when we don't know what we're looking for its hard to prepare the sample. He said Lane County Hazmat said a sample they checked identified Splenda and the chemical used in work out clothing to wick away perspiration. He doesn't think the quantity would be enough to warrant contamination. His crew has done an excellent job and are working very hard to keep the plant up and running.

In response to a question from Mayor Larson, Schauer said the pond reacts pretty much the same way every time. He said the first thing they notice is a sheen and a surface tension that stays together, which he was able to get a sample of. He said then everything turns black because there's no oxygen in the pond. He said the one pond is running perfect because they are protecting it by not allowing any flow to come in. That also allows his crew to restock the bad side with good healthy stock several times a day, but whatever is in there doesn't allow anything to live.

Ingham said we could go door to door to deliver information. He said the Council could increase the reward amount. He said so far, we've received no responses to the current reward.

Mayor Larson said a door to door campaign would be a big investment of time and money but it is a good idea.

Laura Ruff also said a door to door campaign is a good idea to provide a list of what can and can't be flushed or dumped down the drain. She said she doesn't feel increasing the reward amount is the answer.

In response to a question from Thomas Cotter, Schauer said whatever is coming in, is in small amounts and it seems to be on the weekends or in the evening. He said he doesn't know what it can be and he's talked to several people. He said that drug manufacturing is likely not it. Lane County Sheriff's Office doesn't think we have meth labs here because all of the methamphetamine is coming from Mexico. He said he's talked with several industrial experts and everyone is at a loss. He said very few substances exist that cause this level of toxicity. He said it could be a small home business or organization and/or it could be going down a sink in a garage but that would be nearly impossible to track.

f. City Administrator…….....……..…..…….…….……..…..…Ric Ingham

(1) Review Work Plan

Ingham said staff wanted to bring the January 2016 to June 2017 work plan back to the Council for review to see if the Council wants to add some new activities. He said managers updated their department projects and he also highlighted the current projects staff has been working on.

In response to questions form Mayor Larson, Ingham said project costs for the Veneta/Elmira multi-use path shot up about $600,000. He said we'll have to work on additional dollars to meet our match, which also increased to $150,000 from $80,000. Frydendall has the City's Facebook page almost ready to launch.

In response to a question from Tim Brooker, Ingham said since this is an 18 month work plan staff wanted the Council to review it periodically to make sure we're working on the right priorities. He said several things have been completed.

(2) Revisions to City Administrator Employment Agreement

Ingham said Hartz updated the agreement and sent it to legal counsel for review. He said Ken Jones made a few suggestions which were included.

MOTION: Thomas Cotter made a motion to approve City Administrator Ingham's Employment Agreement and authorize Mayor Larson to sign the agreement. Laura Ruff seconded the motion which passed with a vote of 4-0.

(3) Questions from Councilors

None

6. OTHER

Ingham said as Thomas Cotter mentioned earlier, at the upcoming Chamber luncheon on Wednesday, Colin Rea from Fern Ridge Library will speak about their bond levy, a representative from Lane Fire Authority will talk about the merger of Lane Fire District No. 1 and Lane Rural Fire/Rescue to become Lane Fire Authority, and he would speak about the upcoming ballot measure for the 3% recreational marijuana tax. He said he was hoping that along with the City, the Library and Lane Fire Authority would put together some kind of voters' pamphlet that includes all three of these topics. He said Lane Fire Authority has declined to participate with that so, in his opinion, he doesn't feel it would justify the cost to get something out to residents. He said if the tax passes, the City will only see about $3000 to $5000 annually.

Schauer said the pool is now closed and public works has begun the process for putting it away for the year. He said Wildish Construction is in town for the next couple of weeks implementing some of the 2016 pavement preservation projects. He said all affected property owners were notified about alternative

parking for that day but he still received a few phone calls regarding where to park. He said the project shouldn't be too disruptive.

Hartz said she is preparing for the auditors arrival on September 26th and 27th.

Bork said the Sarto Land Use Public Hearing will be on the September 26th Council agenda. She asked the Council to contact her with any questions about the materials. She said we want to make sure the proceedings run as smoothly as possible and that we follow the legislative hearing requirements. She said the materials the Council will receive are almost identical to what the Planning Commission received and are on the City's website if anyone would like to review the material ahead of time. More specifically the staff report and public comments. She said a large bulk of the packet is the technical appendices to the transportation analysis which our transportation engineer reviewed. She said his findings and the executive summary are included in the materials. She said ODOT's engineer has reviewed it and verified it was conducted correctly.

7. ADJOURN

Mayor Larson adjourned the Veneta City Council at 8:45 p.m.

XXXXXXXXXXXXXXXX

Sandra H. Larson, Mayor

ATTEST:

XXXXXXXXXXXXXXXXXXX

Darci Henneman, City Recorder
(Minutes prepared by DHenneman)

Hi,

I'm Christina Spencer the loan specialist for the Regional Housing Rehabilitation Loan Program which is funded through Oregon Community Development Block Grants. This program RHRP has been in place for many years and was initiated as a response to a community survey. The RHRP consists of a consortium of participating jurisdictions throughout Lane County, Oregon and housed under the St Vincent de Paul non-profit.

The Jurisdictions are, Cottage Grove, Lowell, Oakridge, Junction City, Florence, Rural Lane County. Invited at the last board meeting on 9/8/2016 were Veneta and Creswell.

The goals of the RHRP Rehabilitation Loan Program are:

1. To alleviate health and safety problems and correct structural deficiencies in owner occupied homes.
2. To conserve and improve existing low income housing stock.
3. To increase housing opportunities for low and moderate income households.
4. To enable lower income residents to remain in their homes.

- The range of activities RHRP undertakes is
    - Critical repairs to owner occupied homes for health and safety repairs. Some examples of those repairs are roof repair or replacement, work to foundations, dry root, plumbing, electrical, heating, insulation, accessibility, and more as determined.
- The maximum loan for home repair is $25,000.

A seven day minimum advance notice was given for this public meeting by publication in the newspaper on August 31st, 2016 for the purpose of taking comments from citizens on both

1. Community development and housing needs in the city or county and,
2. The project proposed for grant funding.

The final approved meeting minutes must record and document that this requirement was met.

It has been advised that in addition to this information given that the minutes record that the public notice has been read at this meeting.

Public Notice and Notice of Public Hearing

The City of Veneta is eligible to apply for a 2016 Community Development Block Grant from the Oregon Business Development Department. Community Development Block Grant funds come from the U.S. Department of Housing and Urban Development. The grants can be used for public facilities and housing improvements, primarily for persons with low and moderate incomes.

Approximately $11.5 million will be awarded to Oregon non-metropolitan cities and counties in 2016. A portion of that amount, 11.5 million, is allocated to RHRP – Regional Housing Rehabilitation Loan Program. The maximum grant that a city or county can receive is $2,500,000. Note that the kind of grant we are applying for is home owner occupied housing rehabilitation loans, and those grant awards come in maximum amounts of $400,000. We are applying as a consortium with Veneta being the lead jurisdiction and servicing will be based on first come first served. Veneta residents have already been applying and three applications are

in my desk that are in first, second, and third orders of servicing as funds become available.

The City of Veneta is preparing an application for a 2016 Community Development Block Grant from the Oregon Business Development Department for the Regional Housing Rehabilitation Loan Program of Lane Count (RHRP) for performing owner occupied housing rehabilitation in Veneta and Lane County. It is estimated that the proposed project will benefit at least 32 persons, or whom 100% will be low or moderate income. $400,00 / $25,000 (which is our standard loan amount for housing rehabilitation needs) equals 16 homes, of which the standard household size is at least 2 persons. For example, the three applications I currently have from Veneta represent 6 people.

A public hearing will be held by the Veneta City Council at 6:30pm on September 12, 2016 at Veneta City Hall, 88184 8th St. Veneta, OR. The purpose of this hearing is for the Veneta City Council to obtain citizen views and to respond to questions and comments about: community development and housing needs, especially the needs of low-and moderate-income persons, as well as other needs in the community that might be assisted with a Community Development Block Grant project; and the proposed project.

Written comments are also welcome and must be received by September 8, 2016 at 88184 8th St. Veneta, OR 97487. Both oral and written comments will be considered by the Veneta City Council in deciding whether to apply.

The location of the hearing is accessible to persons with disabilities. Please contact Kay Bork, at 541-935-2191 if you will need any special accommodations to attend or participate in the meeting.

More information about Oregon Community Development Block Grants, the proposed project and records about the City's past use of Community

Development Block Grant funds is available for public review at City Hall during regular office hours. Advance notice is requested. If special accommodations are needed, please notify Kay Bork, at 541-935-2191 so that appropriate assistance can be provided.

Permanent involuntary displacement of persons or businesses is not anticipated as a result from the proposed project. If displacement becomes necessary, alternatives will be examined to minimize the displacement and provide required/reasonable benefits to those displaced. Any low- and moderate income housing that is demolished or converted to another use will be replaced.

Additional information:

- Once the grant is awarded (if we get it), no money can be spent until an environmental review is done.
- Announcements of who has been awarded a grant come at the end of November.
- This table (which I will leave with Kay) describes the income limits of program applicants.
- For more information about the Oregon community Development Block Grant contact Kay Bork at 541-935-2191

Accounts Payable
To Be Paid Proof List

User: mindy
Printed: 09/22/2016 - 8:47 AM
Batch: 004-09-2016

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close	POLine #
AcevSer Acevedo Sergio											
16T000180 Aceve	09/16/2016	40.00	0.00	09/27/2016	Unused bail return		-			No	0000
100-000-20310	Bail Payable										
	16T000180 Aceve Total:	40.00									
	AcevSer Total:	40.00									
AgrTec Agri-Tech of Oregon											
4034-1078	08/31/2016	14,812.00	0.00	09/27/2016	322,000 gallons @ 0.46		-			No	0000
220-220-53140	Bio-solids Management/Removal										
	4034-1078 Total:	14,812.00									
	AgrTec Total:	14,812.00									
BarnScot Barnes Scottie											
916	09/12/2016	336.00	0.00	09/27/2016	09/2016 Monthly Newsletter	MM/XXXX Newslet	-			No	0000
100-100-51095	Public Relations										
	916 Total:	336.00									
	BarnScot Total:	336.00									
BouwGer Bouwman Gerard											
9/15/16	09/15/2016	255.15	0.00	09/27/2016	Refund of Admin fees & SDC's		-			No	0000
100-100-51105	Refunds										
	9/15/16 Total:	255.15									
	BouwGer Total:	255.15									
BroaGri Broadway Grill											
Sept 2016	09/14/2016	168.00	0.00	09/27/2016	Work Session Catering		-			No	0000
100-100-51010	Admin Supplies & Services										
	Sept 2016 Total:	168.00									
	BroaGri Total:	168.00									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
CenPri Central Print & Repro Svc											
3 invoices	09/13/2016	154.56	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
100-100-51010	Admin Supplies & Services										
3 invoices	09/13/2016	19.94	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
130-130-51010	Admin Supplies & Services										
3 invoices	09/13/2016	23.68	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
130-520-51010	Administrative Supplies										
3 invoices	09/13/2016	26.28	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
140-140-51010	Admin Services & Supplies										
3 invoices	09/13/2016	205.79	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
210-210-51010	Admin Supplies & Services										
3 invoices	09/13/2016	231.08	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
220-220-51010	Admin Supplies & Services										
3 invoices	09/13/2016	175.28	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
230-230-51010	Admin Supplies & Services										
3 invoices	09/13/2016	2.63	0.00	09/27/2016	Inv #'s 315771; 315772; 316067-PO 4990		-			No	0000
240-240-51010	Admin Supplies & Services										
	3 invoices Total:	839.24									
	CenPri Total:	839.24									
CentLink CenturyLink Communications, LL											
3680 8/16	09/02/2016	168.77	0.00	09/27/2016	Public Works/Wtr plant phone & internet		-			No	0000
210-210-51030	Telephone Services										
	3680 8/16 Total:	168.77									
	CentLink Total:	168.77									
CityCou CIS Trust											
VEN2016FSUPTRN	09/16/2016	4.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
100-100-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	0.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
130-130-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	0.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
230-230-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	6.00	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
210-210-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	0.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
240-240-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	1.00	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
140-140-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	0.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
130-520-51070	Training & Conferences										
VEN2016FSUPTRN	09/16/2016	6.00	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
220-220-51070	Training & Conferences										

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
VEN2016FSUPTRN	09/16/2016	0.50	0.00	09/27/2016	Fall Supervisor Training - M Sandford		-			No	0000
100-160-51070	Training & Conferences										
	VEN2016FSUPTRN Total:	20.00									
	CityCou Total:	20.00									
DocuTrak	DocuTRAK Imaging, Inc										
6789	09/20/2016	60.00	0.00	09/20/2016	On site shredding service--Aug & Sept		-			No	0000
100-100-51010	Admin Supplies & Services										
	6789 Total:	60.00									
	DocuTrak Total:	60.00									
EDMS	EDMS Inc										
81025	09/06/2016	379.50	0.00	09/27/2016	Monthly Newsletter		-			No	0000
100-100-51095	Public Relations										
81025	09/06/2016	93.62	0.00	09/27/2016	Sept 2016 Utility Bills		-			No	0000
210-210-51010	Admin Supplies & Services										
81025	09/06/2016	177.00	0.00	09/27/2016	Sept 2016 Utility Bills		-			No	0000
210-210-51015	Postage										
81025	09/06/2016	140.42	0.00	09/27/2016	Sept 2016 Utility Bills		-			No	0000
220-220-51010	Admin Supplies & Services										
81025	09/06/2016	265.49	0.00	09/27/2016	Sept 2016 Utility Bills		-			No	0000
220-220-51015	Postage										
	81025 Total:	1,056.03									
81055	09/09/2016	162.93	0.00	09/27/2016	Monthly Newsletter		-			No	0000
100-100-51095	Public Relations										
81055	09/09/2016	45.50	0.00	09/27/2016	September Utility billing		-			No	0000
210-210-51010	Admin Supplies & Services										
81055	09/09/2016	79.80	0.00	09/27/2016	September Utility billing		-			No	0000
210-210-51015	Postage										
81055	09/09/2016	68.25	0.00	09/27/2016	September Utility billing		-			No	0000
220-220-51010	Admin Supplies & Services										
81055	09/09/2016	119.70	0.00	09/27/2016	September Utility billing		-			No	0000
220-220-51015	Postage										
	81055 Total:	476.18									
	EDMS Total:	1,532.21									
EPUD	EPUD										
8257 WtrPlnt	09/06/2016	3,592.23	0.00	09/27/2016	Water Treatment Plant		-			No	0000
210-210-51035	Electricity										
	8257 WtrPlnt Total:	3,592.23									
	EPUD Total:	3,592.23									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
EugFas Eugene Fastener & Supply											
201513	09/15/2016	254.38	0.00	09/27/2016	Hose clamps x 250		-			No	0000
220-220-52050	Internet & Web Site Fees										
	201513 Total:	254.38									
	EugFas Total:	254.38									
EustJoh Eustermann John											
16T000158 Euste	09/16/2016	44.00	0.00	09/27/2016	Unused bail return		-			No	0000
100-000-20310	Bail Payable										
	16T000158 Euste Total:	44.00									
	EustJoh Total:	44.00									
EWEB Eugene Water & Electric Board											
Aug 2016A	09/06/2016	5,037.20	0.00	09/27/2016	Meter #76100316		-			No	0000
210-210-53135	Water Purchase										
	Aug 2016A Total:	5,037.20									
Aug 2016B	09/06/2016	5,659.56	0.00	09/27/2016	Meter #76100315		-			No	0000
210-210-53135	Water Purchase										
	Aug 2016B Total:	5,659.56									
	EWEB Total:	10,696.76									
FRSD28J Fern Ridge School District 28J											
734	09/13/2016	19,940.50	0.00	09/27/2016	Design/Construct costs for Holiday Tree		-			No	0000
130-130-54610	Public Plaza Development										
	734 Total:	19,940.50									
	FRSD28J Total:	19,940.50									
FurrPum Furrow Pump											
34411	06/01/2016	126.79	0.00	09/27/2016	Propac Kit		-			No	0000
130-520-54040	Pool Maintenance										
	34411 Total:	126.79									
	FurrPum Total:	126.79									
GFOA Government Finance Officers As											
0199698	09/06/2016	160.00	0.00	09/27/2016	S Hartz 11/1/16-10/31/17		-			No	0000
100-100-51020	Professional Dues										
	0199698 Total:	160.00									
	GFOA Total:	160.00									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
HuntComm Hunter Communications, Inc											
Sept 2016	09/15/2016	91.48	0.00	09/27/2016	Fiber Internet Service		-			No	0000
100-100-52050	Internet & Web Site Fees										
Sept 2016	09/15/2016	30.50	0.00	09/27/2016	Fiber Internet Service		-			No	0000
140-140-52050	Internet & Web Site Fees										
Sept 2016	09/15/2016	121.98	0.00	09/27/2016	Fiber Internet Service		-			No	0000
210-210-52050	Internet & Web Site Fees										
Sept 2016	09/15/2016	60.99	0.00	09/27/2016	Fiber Internet Service		-			No	0000
220-220-52050	Internet & Web Site Fees										
Sept 2016	09/15/2016	20.00	0.00	09/27/2016	Fiber Internet Service		-			No	0000
120-120-51030	Telephone Services										
	Sept 2016 Total:	324.95									
	HuntComm Total:	324.95									
Kiwanis Kiwanis of Fern Ridge											
10/16-9/17	09/06/2016	123.00	0.00	09/27/2016	R Ingham Annual Membership Dues		-			No	0000
100-100-51020	Professional Dues										
	10/16-9/17 Total:	123.00									
	Kiwanis Total:	123.00									
LanCoAc Lane Co Accts Receivable											
Aug 2016	09/15/2016	666.71	0.00	09/27/2016	Assmnts collected less 15% collection		-			No	0000
100-000-20330	County Fine Assessment Payable										
	Aug 2016 Total:	666.71									
	LanCoAc Total:	666.71									
LanCoDe Lane County Deeds & Records											
Sept 2016 A	09/10/2016	37.00	0.00	09/27/2016	Municipal Lien-Sewer Connection		-			No	0000
220-220-51010	Admin Supplies & Services										
	Sept 2016 A Total:	37.00									
Sept 2016 B	09/14/2016	37.00	0.00	09/27/2016	Municipal Lien-Sewer Connection		-			No	0000
220-220-51010	Admin Supplies & Services										
	Sept 2016 B Total:	37.00									
	LanCoDe Total:	74.00									
LeiAlan Law Office of Alan J Leiman, P											
Sept 2016	09/15/2016	371.00	0.00	09/27/2016	Monthly contrat		-			No	0000
100-160-52080	Judicial Services										
	Sept 2016 Total:	371.00									
	LeiAlan Total:	371.00									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
ODOR ODOR - Court											
Aug 2016	09/15/2016	509.00	0.00	09/27/2016	Unitary Assessment / other St fees		-			No	0000
100-000-20320	State Fine Assessments Payable										
	Aug 2016 Total:	509.00									
	ODOR Total:	509.00									
ParkCorp Parkson Corporation											
BP1006511	09/09/2016	2,290.34	0.00	09/27/2016	Bio Fuser Sheath		-			No	0000
220-220-53050	WW Treatment Plant Maintenance										
	BP1006511 Total:	2,290.34									
	ParkCorp Total:	2,290.34									
PitBo Pitney Bowes											
3301410376 Rent	09/07/2016	138.14	0.00	09/27/2016	Mailing system rental		-			No	0000
100-100-51060	Office Machine Leases										
3301410376 Rent	09/07/2016	15.29	0.00	09/27/2016	Mailing system rental		-			No	0000
100-160-51060	Office Machine Leases										
3301410376 Rent	09/07/2016	16.29	0.00	09/27/2016	Mailing system rental		-			No	0000
100-170-51060	Office Machine Leases										
3301410376 Rent	09/07/2016	2.85	0.00	09/27/2016	Mailing system rental		-			No	0000
130-130-51060	Office Machine Leases										
3301410376 Rent	09/07/2016	186.34	0.00	09/27/2016	Mailing system rental		-			No	0000
140-140-51060	Office Machine Lease										
3301410376 Rent	09/07/2016	23.33	0.00	09/27/2016	Mailing system rental		-			No	0000
210-210-51060	Office Machine Leases										
3301410376 Rent	09/07/2016	23.33	0.00	09/27/2016	Mailing system rental		-			No	0000
220-220-51060	Office Machine Leases										
	3301410376 Rent Total:	405.57									
	PitBo Total:	405.57									
PurPow Purchase Power											
8/16 PO 5066	09/15/2016	420.18	0.00	09/27/2016	Postage meter refill		-			No	0000
100-100-51015	Postage										
8/16 PO 5066	09/15/2016	7.05	0.00	09/27/2016	Postage meter refill		-			No	0000
130-130-51015	Postage										
8/16 PO 5066	09/15/2016	461.35	0.00	09/27/2016	Postage meter refill		-			No	0000
140-140-51015	Postage										
8/16 PO 5066	09/15/2016	57.77	0.00	09/27/2016	Postage meter refill		-			No	0000
210-210-51015	Postage										
8/16 PO 5066	09/15/2016	57.77	0.00	09/27/2016	Postage meter refill		-			No	0000
220-220-51015	Postage										
	8/16 PO 5066 Total:	1,004.12									

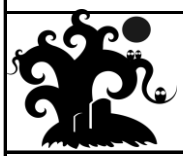
Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close	POLine #
	PurPow Total:	1,004.12									
Ricoh Ricoh USA, Inc.											
5044565082	09/16/2016	175.54	0.00	09/27/2016	Color copier supplies/service		-			No	0000
100-100-51065	Office Machine Maintenance										
5044565082	09/16/2016	58.52	0.00	09/27/2016	Color copier supplies/service		-			No	0000
140-140-51065	Office Machine Maintenance										
	5044565082 Total:	234.06									
	Ricoh Total:	234.06									
SchoOut School Outfitters											
12091829	09/12/2016	2,461.01	0.00	09/27/2016	Tripod swing set		-			No	0000
130-130-53210	Park Maintenance										
	12091829 Total:	2,461.01									
	SchoOut Total:	2,461.01									
SpeHoy Speer Hoyt LLC											
36644GEN	08/31/2016	2,035.00	0.00	09/27/2016	Legal Services-General		-			No	0000
100-100-52010	Attorney & Legal Services										
	36644GEN Total:	2,035.00									
36645PLN	08/31/2016	2,198.66	0.00	09/27/2016	Legal Servcies-Planning		-			No	0000
100-100-52010	Attorney & Legal Services										
36645PLN	08/31/2016	462.50	0.00	09/27/2016	Legal Servcies-Planning		-			No	0000
100-100-52010	Attorney & Legal Services										
	36645PLN Total:	2,661.16									
	SpeHoy Total:	4,696.16									
SubPro Suburban Propane											
35227A	08/31/2016	893.37	0.00	09/27/2016	Pool Propane		-			No	0000
130-520-54060	Pool Fuel										
	35227A Total:	893.37									
35227B	08/31/2016	9.92	0.00	09/27/2016	Pool Propane--Safety P&T fee		-			No	0000
130-520-54060	Pool Fuel										
	35227B Total:	9.92									
	SubPro Total:	903.29									
SwaPes Swanson's Pest Mgt											
586903	08/31/2016	33.00	0.00	09/27/2016	Community Ctr pest management		-			No	0000
130-530-52055	Community Ctr Janitorial&Maint										
	586903 Total:	33.00									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
586906A	08/31/2016	31.20	0.00	09/27/2016	CH pest management		-			No	0000
100-100-51050	Bldg Maint/Janitorial Sup										
	586906A Total:	31.20									
586906B	08/31/2016	7.80	0.00	09/27/2016	CH pest management		-			No	0000
140-140-51050	City Hall Maint/Janitorial Sup										
	586906B Total:	7.80									
	SwaPes Total:	72.00									
	Report Total:	67,181.24									

CITY OF VENETA - CIVIC CALENDAR - OCTOBER 2016

VENETA ADMINISTRATIVE CENTER - 88184 8TH STREET, VENETA, OREGON

4	Veneta Planning Comission Meeting - City Hall	6:30 p.m.
5	Veneta Park Board Meeting - City Hall	4:00 p.m.
10	Veneta City Council Meeting - City Hall Veneta Urban Renewal Agency Meeting - Immediately following City Council Meeting	6:30 p.m.
12	Veneta Economic Development Committee Meeting - City Hall	2:00 p.m.
15	Tree City Celebration - Veneta Community Center - 25192 E. Broadway	10:00 a.m. to 2:00 p.m.
20	Municipal Court - City Hall	8:30 a.m.
24	Veneta City Council Meeting - City Hall	6:30 p.m.
29	Meet Sgt. Denham (Lane County Sheriff's Office contract Sergeant for the City of Veneta) - Fern Ridge Library	1:00 p.m.
31	Happy Halloween	



Calendar updates will be posted on the City's website at www.venetaoregon.gov

This Civic Calendar was sent to:Fern Ridge Review, Fern Ridge School District 28J, Fern Ridge Public Library, and Lane Fire Authority

All City of Veneta Ordinances are available for review at City Hall (88184 8th St.) prior to and after City Council adoption

City of Veneta
M E M O R A N D U M

Date: August 10, 2016

To: City Council

From: Kyle Schauer, Public Works Director

Subject: Monthly Significant Activities Report for July 2016

Water

Monthly water production: Wells-19.813 MG, EWEB-6.660 MG.
Total of 26.473 MG.
Installed two new meters.
Repaired two service line leaks.
Took five bacteriological samples. All were negative.
Performed 57 service calls.
Delivered 37 Shut Off Notices.
Performed 14 shut offs for non-payment.
Installed new flow meter for Well #4.
Completed annual parts inventory.

Wastewater

Took five influent and five effluent samples of treatment plant. Possible violations due to wastewater treatment plant upset. Kept in contact with DEQ.
Unknown substance continued to enter WWTP and kill off all biological function.
Set up chlorination system as per temporary DEQ permit for land application of treated effluent.
Set up temporary fencing and signage as per new permit.
Mowed land application area.
Turned on pumps for land application at sunrise and shut them off at sunset daily as per temporary permit.
Sampled for e-coli coliform daily as per temporary permit.
Cleaned and tried to revive WWTP by increasing air and isolating one basin to nurture.
West basin back online and working well.
Inspected all lift stations and manholes for signs of tampering or illegal dumping. None found.
Reviewed business directory to identify businesses that could possibly create or deal in substances that could harm WWTP. Contacted all identified businesses.
Took samples to Lane County Hazmat for help identifying unknown substance. Results inconclusive.
Monitored Jeans and Pine Street lift pump stations.
Installed new lines for Dissolved Oxygen sensors at WWTP.

Street/Storm Drainage
Issued three Right of Way Construction Permits.
Replaced/repaired four street signs.
Lots of mowing around detention ponds, swales, and City owned properties.
Cut out concrete around power pole on 3rd and Broadway for pole relocation.
Worked with contractor to move/repair sprinklers at intersection caused by ODOT project.

Parks & Recreation
Cleaned parks weekly.
Mowed all parks weekly.
Operated Veneta Community Pool.
Replaced chlorine feed line for Pool.
Repaired flow control valve for Pool.
Replaced sensor for hot water heater at Pool.
Serviced boilers and adjusted heat exchanger flows for pool heating.
Repaired asphalt walkway in City Park.
Ordered new vending machine for Pool.

Other
Completed 11 miscellaneous service orders.
Performed 34 utility locates.
Community center use: paying-eight, non-profit-16
Building Permits: Three
Certificates of Occupancy: Four
Set out no parking signs for Zumwalt traffic on area streets.
Assisted with set up and operation of Zumwalt Campground.
Worked with Lane County Jail Crew to tear down Zumwalt Campground and clean park.

City of Veneta
M E M O R A N D U M

Date: September 20, 2016

To: City Council

From: Kyle Schauer, Public Works Director

Subject: Monthly Significant Activities Report for August 2016

Water

Monthly water production: Wells-21.240 MG, EWEB-6.822 MG.
Total of 28.062 MG.
Installed three new meters.
Rebuilt one meter.
Repaired two service line leaks.
Took five bacteriological samples. All were negative.
Performed 89 service calls.
Performed 17 shut offs for non-payment.
Repaired fire hydrant near Fire Station.
Replaced valve actuator on Bulk Water Station.

Wastewater

Took five influent and five effluent samples of treatment plant. All within temporary permit standards.
Unknown substance continued to enter WWTP and kill off all biological function.
Turned on pumps for land application at sunrise and shut them off at sunset daily as per temporary permit.
Sampled for e-coli coliform daily as per temporary permit.
West basin still online and working well.
Took 2nd set of samples to Lane County Hazmat for help identifying unknown substance. Results inconclusive.
Spoke with many professionals about sewer issue. Set up meeting with Oregon Association of Water Utilities circuit rider to inspect WWTP and determine if they could be of help.
Monitored Jeans and Pine Street lift pump stations.
Repaired air compressor that controls UV wipers.
Cleaned screens around treated effluent pumps.
Worked with vendor to make ne Dissolved Oxygen meters at WWTP work.

Street/Storm Drainage
Issued three Right of Way Construction Permits.
Replaced/repaired six street signs.
Made repairs to sprinkler systems in several locations by intersection.
Removed signs from Right of Ways.
Cleaned and painted several yellow curbs around town.
Corrected sign configuration for East Bolton, Trinity, and Pine Street intersection.
Met with contractor to get price to replace damaged guardrail on Perkins.
Repaired pothole on 6th and McCutcheon.

Parks & Recreation
Cleaned parks weekly.
Mowed all parks weekly.
Operated Veneta Community Pool.
Replace broken shower heads at Pool.
Had Pool Boilers serviced.
Finished replacement of asphalt walking path in City Park.
Removed old vending machine from Pool.
Painted play structure at Oak Island Park.
Rebuilt footbridge at Oak Island Park.
Ordered new swing set for City Park.
Removed brush from around signs and vision clearance areas.

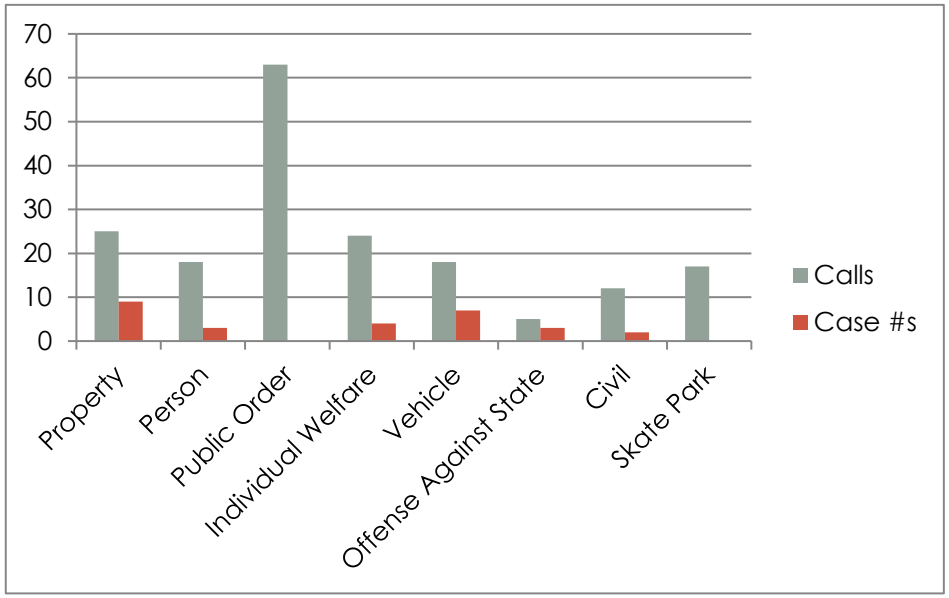
Other
Completed 11 miscellaneous service orders.
Performed 20 utility locates.
Community center use: paying-four, non-profit-five
Building Permits: Four
Public Works received FEMA Incident Command System 100 training.

City of Veneta Monthly Police Activity- July 2016

Prepared by Sgt. Scott Denham, LCSO

Calls for Service by Incident Types:

Incident Type	Calls	Case #s
Property	25	9
Person	18	3
Public Order	63	0
Individual Welfare	24	4
Vehicle	18	7
Offense Against State	5	3
Civil	12	2
Skate Park	17	0
Total	**182**	**28**



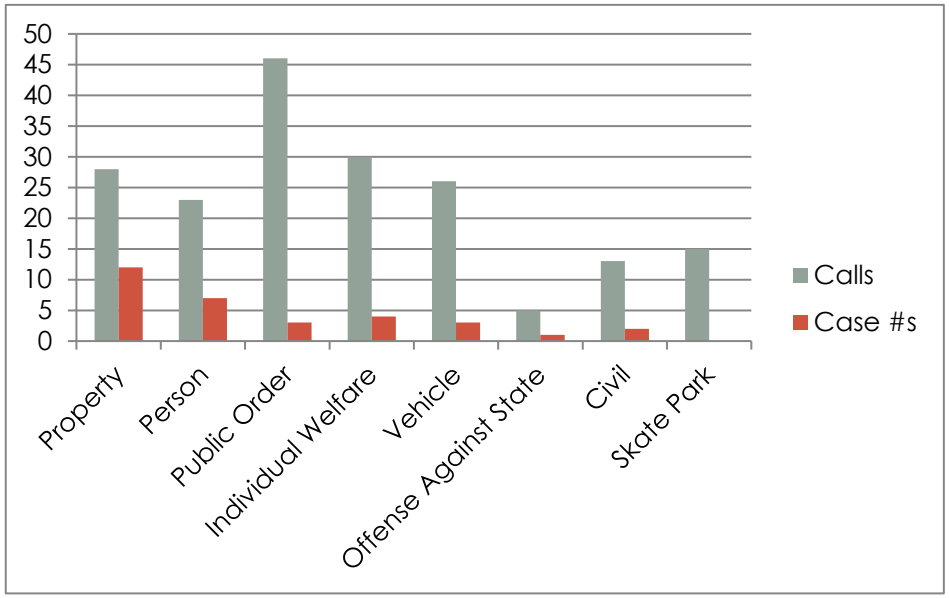
Property (Thefts, Criminal Mischief, Trespass)
Person (Assaults, Menacing, Harassment, Viol. Restraining Order)
Public Order (Disorderly Subjects, Suspicious Vehicles/Persons)
Individual Welfare (Welfare Checks, Missing Persons, Overdose, Suicidal Subjects)
Vehicle (DUII, DWS, Illegal Parking/Vehicles, Traffic Hazard)
Offense Against State (Drug, Warrants)
Civil (Civil Service, Eviction Process)

City of Veneta Monthly Police Activity- August 2016

Prepared by Sgt. Scott Denham, LCSO

Calls for Service by Incident Types:

Incident Type	Calls	Case #s
Property	28	12
Person	23	7
Public Order	46	3
Individual Welfare	30	4
Vehicle	26	3
Offense Against State	5	1
Civil	13	2
Skate Park	15	0
Total	**186**	**32**



Property (Thefts, Criminal Mischief, Trespass)
Person (Assaults, Menacing, Harassment, Viol. Restraining Order)
Public Order (Disorderly Subjects, Suspicious Vehicles/Persons)
Individual Welfare (Welfare Checks, Missing Persons, Overdose, Suicidal Subjects)
Vehicle (DUII, DWS, Illegal Parking/Vehicles, Traffic Hazard)
Offense Against State (Drug, Warrants)
Civil (Civil Service, Eviction Process)

VENETA CITY COUNCIL
AGENDA ITEM SUMMARY

Title/Topic: Emergency Preparedness Tabletop Exercise (TTX)

Meeting Date: September 26, 2016
Department: Emergency Preparedness Specialist

Staff Contact: Julie Reid
Email: jreid@ci.veneta.or.us
Telephone Number: 541-935-2191 Ext. 316

ISSUE STATEMENT

What is a Tabletop Exercise?

BACKGROUND

On May 5th, 2016, the City entered into a grant agreement with state and federal emergency management agencies for the development of an Emergency Operations Plan. A condition of funding is compliance with the National Incident Management System (NIMS). The fourth Objective of NIMS is "Exercises Implementation Objectives", that states grant recipients are to "plan for/participate in an all-hazards exercise program". A Tabletop is one type of exercise included in the Homeland Security Exercise and Evaluation Program (HSEEP).

A Tabletop Exercise has been scheduled for October 10, 2016, 9 a.m.- 12 p.m. in the Emergency Operations Center at Lane Fire Authority.

THE EXERCISE

A Tabletop is an informal, discussion based exercise intended to generate discussion regarding a hypothetical emergency scenario. A key element of the Homeland Security Exercise and Evaluation Program (HSEEP) approach to an effective exercise includes engagement of Elected and Appointed Officials, as "They provide both the strategic direction for the program as well as specific guidance for individual exercises." The Mayor, Council President and Council Members are invited to attend and observe.

ATTACHMENTS: 1) TTX Purpose and Methods
2) TTX Core Capabilities

To: City of Veneta Mayor and City Councilors
Subject: City of Veneta and Lane Fire Authority Tabletop Exercise for Emergency Preparedness
Date: October 10, 2016
Time: 9am – 12pm
Contact: Julie Reid, Emergency Preparedness Specialist

The City is preparing to fulfill its grant obligations to plan and participate in an all-hazards exercise. An all-hazards exercise program generally includes two exercises a year. This may include a discussion based exercise such as a Tabletop (TTX), or a functional exercise, which requires physical activity. The directives for exercise planning are located in the Homeland Security Exercise and Evaluation Program (HSEEP) Manual.

Purpose

A Tabletop Exercise (TTX) is a discussion based, no-fault exercise designed to generate dialogue around various issues in response to a hypothetical emergency. It is not a test, but a learning experience. TTX's are used to enrich awareness and build conceptual understanding of emergency plans and procedures. Players are encouraged to discuss issues in depth and collaboratively examine areas of concern and uncover and solve problems. Other purposes of an exercise include:

- Increase the ability of personnel by clarifying roles and responsibilities. Personnel will reinforce training through practical application.
- Improve coordination between internal and external teams, organizations and entities.
- Test or validate new plans and procedures. An important aspect is participant feedback and recommendations for Emergency Operations Plan improvement.
- Assess the capabilities of existing resources and identify needed resources.
- Increase collaboration capabilities between the City and Lane Fire Authority.

Method

Just as the name suggests, a Tabletop Exercise takes place in a single room with all parties identified by name and agency. TTX scenarios can range from basic to complex. A basic TTX presents a single incident with each players applying their knowledge and skills to a fixed set of problems that are discussed as a group.

In a more advanced TTX, the scenario will evolve, and players must adapt to a new situation. A facilitator usually introduces problems one at a time with an "inject", which can be a written message, a simulated telephone call, videotape, or other means. Participants (called "players")

discuss the issues raised by each problem, referencing established authorities, plans, and procedures for guidance. Player decisions are incorporated as the scenario continues to unfold. All participants are encouraged to contribute to the discussion in a learning environment. The exercise is divided into two sessions. After each session, players are asked to answer questions, such as:

- What do we know at this point?
- What should happen now?
- What decisions need to be made?
- Who needs to be contacted? How?
- What documents or information is available?
- What are the next steps?

Once the exercise is complete, a review is conducted to lay the groundwork for an After Action Report. An overall assessment asks questions such as:

- Did this exercise reinforce collaboration efforts between agencies?
- Did this exercise identify procedures for escalation and the declaration process (if warranted) during a crisis?
- Were all gaps, new ideas, and recommendations for improvement identified and recorded?

Emergency Preparedness Tabletop Exercise, October 10th, 2016
City of Veneta and Lane Fire Authority
Lane Fire Authority Emergency Operations Center, 9 a.m. – 12 p.m.

OVERVIEW of OBJECTIVES

While the Lane Fire Authority (LFA) deals with emergency matters on a regular basis, the City of Veneta has limited experienced responding to major emergency or disaster. Toward this eventuality, the City and LFA have collaborated on a joint Emergency Operations Plan. The purpose of this tabletop exercise will be to familiarize the staff, management and City leaders with emergency procedures, reinforce LFA training, and test the functionality of the Emergency Operations Plan.

EXERCISE CORE CAPABILITIES

1. Operational Coordination
2. Situational Assessment
3. Fire Management and Suppression
4. Operational Communications
5. Public Information and Warning
6. Public Health, Healthcare and Emergency Medical Services

1. Operational Coordination

Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of core capabilities

2. Situational Assessment

Provide all decision makers with decision-relevant information regarding the nature and extent of the hazard, any cascading effects, and the status of the response efforts.

3. Fire Management and Suppression

Provide structural, wildland, and specialized firefighting capabilities to manage and suppress fires with different levels of complexity to protect the lives, property and environment of the affected area.

4. Operational Communication

Ensure the capacity for timely communications in support of security, situational awareness, and operations by any and all means available, among and between affected communities in the impact area all response forces.

5. Public Information and Warning

Deliver coordinated, prompt, reliable, and actionable information to the whole community through the use of clear, consistent, accessible, and culturally appropriate methods to effectively relay information regarding any threat or hazard, as well as the actions being taken and the assistance being made available, as appropriate.

6. Public Health, Healthcare and Emergency Medical Services

Provide lifesaving medical treatment via Emergency Medical Services and related operations and avoid additional disease and injury by providing targeted public health, medical, and behavioral health support, and products to all affected populations.

CITY OF VENETA

ORDINANCE NO. 540

AN ORDINANCE AMENDING THE VENETA COMPREHENSIVE PLAN DIAGRAM AND VENETA ZONING MAP FROM RURAL R-RURAL RESIDENTIAL AND L-LOW DENSITY RESIDENTIAL TO M-MEDIUM DENSITY RESIDENTIAL PLAN DESIGNATION AND FROM RURAL RESIDENTIAL(RR) AND SINGLE FAMILY RESIDENTIAL (SFR) TO GENERAL RESIDENTIAL (GR) ZONE DESIGNATION

WHEREAS, the owner proposed to change the Comprehensive Plan designation and zoning designation for Assessors map Map/ Tax Lot No. 17-05-31-00-00400, 17-05-31-00-00501 and 17-05-31-34-00602; and

WHEREAS, the City notified the Department of Land Conservation and Development (DLCD) of the proposal on June 17, 2016, more than 35 days prior to the first evidentiary hearing; and

WHEREAS, the Veneta City Planning Commission conducted a properly advertised public hearing on the proposed amendment to the Veneta Land Development Ordinance 493 on August 2, 2016; and

WHEREAS, the Veneta City Planning Commission moved to leave the record open for two (2) weeks on August 2, 2016, until August 16, 2016 in order to 1) allow the applicant to submit additional information and 2) allow additional public comment for one week (until August 23, 2016); and

WHEREAS, the Veneta City Planning Commission deliberated at a public meeting on September 6, 2016 and recommended that the City Council adopt the proposed amendments; and

WHEREAS, the Veneta City Council conducted a properly advertised public hearing on the proposed amendment to the Veneta Comprehensive Plan Diagram and Veneta Zoning Map on September 26, 2016; and

WHEREAS, based upon all materials relevant to the proposal, including staff reports, the findings made by the Veneta , testimony and comments submitted at both public hearings, both orally and in writing, the Veneta City Council has made the findings of fact as set forth in Exhibit A; now, therefore,

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

Section 1. Findings. The City hereby adopts the Findings of Fact set forth above and in the attached Exhibit A as its basis for adopting the following amendment to the Veneta Comprehensive Plan Diagram (Exhibit B) and Veneta Zoning Map (Exhibit C).

Section 2 Effective Date. This ordinance will go into full force and effect on the 30th day after City Council enactment.

READ FOR A FIRST TIME, BY TITLE ONLY, this ____ day of September, 2016, no Council person in attendance having requested that it be read in full.

READ FOR A SECOND TIME, BY TITLE ONLY, AND FOR FINAL ADOPTION, this ____ day of _____, 2016, no Council person present having requested that it be read in full.

PASSED AND ADOPTED by a _____ vote for and _____ against by the City of Veneta Council this ____, day of _____, 2016.

_____
Sandra H. Larson
Executed on _____

ATTEST:

_____
Darci Henneman, City Recorder
Executed on _____

EXHIBIT A
FINAL ORDER
VENETA CITY COUNCIL

SARTO VILLAGE
COMPREHENSIVE PLAN DIAGRAM AND ZONING MAP AMENDMENT
File (CP/ZC-1-16)

A. The Veneta City Council finds:

1. On May 27, 2016, the City of Veneta (City) deemed Applicant's Comprehensive Diagram Zone Change application complete.

2. On August 2, 2016, the Veneta Planning Commission held a properly noticed public hearing on Applicant's Comprehensive Diagram Zone Change application, received public testimony and made a motion to leave the record open for two weeks (until August 23, 2016) and continue the meeting and deliberation on September 6, 2016.

3. On September 6, 2016, the Veneta Planning Commission continued and deliberated at a public meeting on Applicant's Comprehensive Diagram Zone Change application and recommended approval with conditions, as presented in Exhibit A, Proposed Comprehensive Map Designation Amendment and Exhibit B, Proposed Zoning Map Amendment attached to and incorporated herein to the Final Order, CP/ZC-1-16.

4. On September 8, 2016, the Planning Commission issued an order of recommended approval with conditions to the City Council, signed by the Planning Commission Vice Chair.

5. On September 26, 2016, the Veneta City Council held a properly noticed public hearing on the Applicant's Comprehensive Diagram Zone Change application.

6. The Veneta City Council has reviewed and used as evidence all material relevant to the request that has been submitted by the applicant and general public in creating the findings and conclusions stated in this proposed final order.

7. The Veneta City Council followed the required procedures and standards for taking action on a Comprehensive Diagram Zone Change application as required by Article 11 of the Veneta Land Development Ordinance No. 493.

8. The proposed amendments are in conformance with applicable Statewide Planning Goals and the Veneta Comprehensive Plan Ordinance No. 523.

B. IT IS HEREBY ORDERED THAT the Veneta City Council approves with conditions the proposed amendments, as shown in Exhibit A and B, based on the following findings of fact:

FINDINGS

Applicable Comprehensive Plan provisions are set forth in *italics*, below. Findings showing compliance with the applicable criteria and standards are in **bold**.

FINDINGS OF CONSISTENCY FOR COMPREHENSIVE PLAN NO. 523

I. INTRODUCTION
C. CITIZEN INVOLVEMENT
RESPONSIBILITIES RELATED TO CITIZEN INVOLVEMENT

City Council

1. *The City Council makes all major decisions related to land use planning and community development for the City of Veneta. Decisions requiring City Council action include but are not limited to the following:*
    A. *Adoption of a Program for Citizen Involvement.*
    B. *Amendment to the Veneta Comprehensive Land Use Plan.*
    C. *Adopted of an amendment to ordinances implementing the Comprehensive Plan.*
2. *The City Council will provided a written record for public dissemination of the rationale used in all land use and other planning policy decisions.*

FINDINGS:

1. **The City Council has held a public hearing on the request after receiving recommendation from the Planning Commission to approve the request with conditions.**
2. **The City Council has made a motion to approve with conditions the Comprehensive Plan Diagram and Zoning Map Amendment as presented in Exhibit A, Proposed Comprehensive Map Designation Amendment and Exhibit B, Proposed Zoning Map Amendment attached to and incorporated herein to the Final Order, CP/ZC-1-16.**
3. **These findings constitute the required rational for this land use decision.**

III. PLAN ELEMENTS AND POLICIES
A. GROWTH MANAGEMENT ELEMENT
GOAL:
Provide sufficient buildable lands and open space areas to all ow Veneta to develop as the retail and service center for the Fern Ridge area and to develop a commercial and light industrial employment base.

POLICIES:

1. *Designate the Urban Service Development Area as the primary development area within Veneta. When water and sewer services become available, facilitate an easy transition of plan designations from rural residential to residential, commercial, industrial, or public/semi-public.*
2. *Allow either the City of Veneta or the property owner to initiate a plan designation change and zoning map amendments when services become available.*

FINDINGS:

1. **Lands with a plan designation of Rural Residential are slated for eventual transition to other designations which allow development within the UGB to occur at urban densities. The applicant wishes to develop the site with a mix of single family detached and attached single family dwellings (age restricted 55+) and a senior assisted living facility at higher densities than the current Rural Residential Plan Designation and Zoning permits.**
2. **City water, sewer, stormwater, and streets are available to the site as illustrated in the findings below.**

3. *Make the following findings of fact in order to permit conversion of rural residential lands to other plan designations:*
   (a) Water: The City water supply and distribution system are adequate to provide service to the property proposed for conversion to urban densities.
   (b) Sewer: The City sewer treatment and collection system are adequate to provide service to the property for conversion to urban densities.
   (c) Streets: The neighborhood streets and drainage system are adequate to handle additional traffic and storm drainage.

FINDINGS:

1. **The proposal is consistent with this standard in that adequacy of water, sewer, and streets are adequate to provide service to the property proposed for conversion to urban densities based on the following:**

   Water

   i. **The applicant provided a memorandum prepared by MSA, dated May 11, 2016 was provided with the rezone request, which was reviewed by the City Engineer.**
   ii. **Increased water demands associated with the potential additional dwelling units are estimated at 87,285 gallons per day (gpd) for average day demands (ADD), and 234,876 gpd for maximum day demand (MDD). The supply and distribution systems have adequate capacity, as planned in the Water System Master Plan, to meet the increased demands of the proposed re-zoned area per the City Engineer. Distribution system capacity to meet fire flow needs in the proposed project area is dependent on the completion of looped piping through the project area from E. Hunter Road (formerly known as Baker Lane) to Bolton Road and Jake Street, as identified in the Water System Master Plan (WSMP).**
   iii. **Public water lines exist adjacent to the site in Hunter Road and Trinity.**
   iv. **The combined increase in water storage needed to accommodate the proposed increased development density is 237,000 gallons, or 0.24 million gallons. Under current conditions, the City has an existing storage volume surplus of approximately 1.0 MG. There is adequate storage capacity today to serve the proposed increased development density according to the City Engineer.**
   v. **Per the Water System Master Plan (WSMP), the City will ultimately have a storage volume deficit of 1.6 MG at build-out within the UGB, without considering the proposed increased development density. The storage**

volume deficit would be increased to 1.84 MG with these proposed density increases. The Capital Improvement Plan (CIP) includes the recommended construction of a new 1.6 MG reservoir in the southwest corner of the City's urban growth boundary in order to meet the projected deficit. This improvement is recommended to be complete by approximately the year 2020.

vi. **Public water is available to the site with adequate capacity to serve development permitted within the proposal according to the City Engineer.**

vii. **Based on the findings above, the City Engineer states public water is available to the site with adequate capacity to serve development permitted with the proposed amendment.**

<u>Sewer</u>

i. **Per the City's wastewater engineer, the wastewater treatment plant has capacity to serve 6,220 residents. Current population served is roughly 4,800 residents.**

ii. **Public gravity sewer pipes exist in Hunter and Trinity near the western limits of the site. Due to the existing topography of the area, these pipes are likely too shallow to gravity serve the site. In addition, the capacity of portions of the existing gravity pipe in Hunter appears insufficient to accommodate the potential development density proposed based on comments received from the City's Wastewater Engineer.**

iii. **According to the City's wastewater engineer, a lift station will be required to pump the wastewater from the project area to the existing gravity collection system on Hunter Road. The pipe in Hunter, between Pine Street and Lindsay Lane, likely will not have the available capacity to handle the flow from the proposed development unless that section of the gravity system is reconstructed with a larger diameter pipe.**

iv. **Although public wastewater service has been extended to the project site, the capacity of the existing downstream system may be insufficient to serve development of the site. Any future development on the subject site will be required to address wastewater capacity of the existing downstream system, and upsize the system as necessary to accommodate the proposed development.**

<u>Streets</u>

i. **The applicant provided a Traffic Impact Analysis (TIA), prepared by Access Engineering, Inc., dated April 15, 2016 in order to satisfy Goal 12, Oregon Administrative Rules (OAR 660-012- 0060). The traffic impact and TPR analyses are prepared by a qualified professional engineer per the City Engineer.**

ii. **The subject site is adjacent to E. Hunter Road, classified as a Major Collector per the Veneta Transportation System Plan.**

iii. **Street frontage improvements are reviewed and conditioned with development review.**

iv. **Development of property is subject to City of Veneta Land Development Ordinance 493, Article 5, Section 5.27, which requires a traffic impact analysis if a development generates 100 or more AM or PM peak hour trips.**

Stormwater

i. **Any future development proposal for the project site will be required to adhere to Veneta's stormwater treatment and detention standard, which limit peak flow rates for new development to existing (pre-development) rates.**
ii. **Increasing the development density potential will have minimal, if any, impact to the downstream system, according to the City Engineer.**

III. PLAN ELEMENTS AND POLICIES
C. RESIDENTIAL LAND AND HOUSING ELEMENT
GOALS:

1. *Provide an adequate supply of residential land and encourage land use regulations that allow a variety of housing types that will be able to meet the housing needs of a range of age groups, income levels, and family types.*

2. *Encourage efficient land development patterns that minimize service and infrastructure costs.*

3. *Encourage land use patterns that provide livable neighborhoods; allow mixed uses, and allow a variety of housing types.*

4. *Encourage land use patterns that protect and enhance Veneta's natural resources.*

5. *Maintain an attractive residential community in an appealing rural setting.*

POLICIES:

9. *Control further subdivision of land in the rural residential area to allow for easy conversion of rural residential properties to urban densities in the future when full city services become available.*

7. *Locate multi-family housing where traffic circulation problems and safety hazards are minimized.*

FINDINGS:

1. **The proposal would convert approximately forty-three (43) acres of R-Rural Residential designated land and seven (7) acres of L-Low Density Residential land (50 acres) to M-Medium Density Residential land. The same parcels would be rezoned to General Residential.**
2. **The intended use of the property is for an age restricted 55+ community with a variety of housing types; detached and attached single family dwellings, and a Senior Residential Care Facility.**
3. **Approximately 7.17 acres of the subject property is located in the Single Family Residential zone. The Single Family Residential zone does not allow multi-family housing except with conditional use permit approval which would require the applicant to prove the, "Existing lot is incapable of division**

to City standards" per Veneta Land Development Ordinance No. 493, Section 8.11(11)(b) – Standards for multi-family in Single-Family Residential zone.

4. **An adequate supply of residential land will be maintained with approval of the Comprehensive Plan designation and Zoning Map amendment request. The City's 20-year Buildable Land Inventory assumes all Rural Residential Land will be built out to urban densities (a minimum of 6.2 units per net acre). The conversion of Rural Residential and Single Family Residential land to General Residential will not negatively impact the supply of residential land.**
5. **The applicant has submitted a Traffic Impact Analysis prepared by Access Engineering, Inc. which addresses traffic impacts. Findings and recommended conditions of approval are addressed (Goal 12 – Transportation).**
6. **The net site area is likely reduced to approximately 31.2 acres due to potential new right-of-way extensions and preservation of existing wetlands/buffers according to the applicant's preliminary analysis.**
7. **In order to develop the property; the property owner/ applicant will be required to comply with Veneta Land Development Ordinance No. 493 and Veneta Land Division Ordinance No. 494.**

III. PLAN ELEMENTS AND POLICIES
E.UTILITIES
GOAL:

1. *Upgrade and develop adequate water, sewer, storm drainage and other appropriate utilities to serve the planning population (Other utilities could potentially include telecommunications, electric, cable, solid waste, etc.)*

POLICIES:

2. *Protect groundwater from the potential of contamination through improperly abandoned wells and protect city water from contamination by private wells by requiring proof of proper abandonment/isolation of private wells at the time of any development action on property with one or more private wells.*

3. *Encourage use of city water and wastewater services by requiring all new development to connect to the city water supply when practical.*

12. *Determine if oversizing of infrastructure is needed in light of future potential development (based on development at urban densities).*

15. *Allow rural properties until such time as the conversion to urban densities is feasible and needed.*

<u>FINDINGS:</u>

1. **City water and sewer are available to the site and extension of City services is preferable over development with wells and septic systems as would be required for a majority (+/-43.61 acres) of the site under the current Rural Residential zone designation.**
2. **Approving the requested rezone encourages new development to connect to city services.**
3. **Future development will be required to extend and connect to public water and sewer services.**

4. **Oversizing of sewer infrastructure will be evaluated at the time of development proposal.**

V. IMPLEMENTATION AND UPDATES TO THE PLAN
B. UPDATING THE PLAN

"…Comprehensive Plan amendments, however, can be initiated by private citizens. The procedure will be exactly the same as the procedure used for a zone change as outlined in the Veneta Land Development Ordinance. The applicant makes the initial request for a plan amendment to the Planning Commission. The City notifies LCDC of the proposal prior to the first hearing date, per ORS 197.610. The Planning Commission holds a public hearing and makes its recommendation to the City Council. The City Council holds a final public hearing. If the amendment is approved, the City would instruct the city attorney to prepare an ordinance to that effect and the ordinance could be adopted at the next regularly scheduled Council meeting."

"For a plan amendment to be legally adopted, there must be documentation of an "established need" for the plan change. The establishment of this need rests ultimately with the City Council. However, the most common practice in Oregon is for the City Council and Planning Commission to require the applicant to submit the documentation for establishing that changes in the Comprehensive Plan cannot be arbitrary or capricious but must be based on a demonstrated need."

FINDINGS:

1. **The property owner submitted an application for the Comprehensive Plan designation and zone change request (Map only), accompanied by a letter addressed to the Planning Commission and City Council demonstrating need for the change, consistent with the Comprehensive Plan, Ordinance 523, V., B. Updating the Plan.**
2. **The City notified the Department of Land Conservation and Development (DLCD) of the proposal on June 17, 2016, more than 35 days prior to the first evidentiary hearing. The Planning Commission reviewed the proposed change and made a recommendation of approval with conditions to the Veneta City Council on September 6, 2016. The final order of recommended approval with conditions was signed by the Planning Commission Vice Chair on September 8, 2016.**
3. **The establishment of need for the rezone with the applicants intent to develop of a Senior Living Project (55 and older), has been documented by the applicant, given the intended development aligns with the following Comprehensive Plan goals; 1) Rapidly growing population and changing demographics in Veneta, particularly those over age 55, 2) Veneta's population is projected to increase from 4,635 in 2013 to 10,505 people by the year 2035, 3) Adequate land area must be allocated to support the residential needs of this projected growth, 4) Aging of the baby boom generation, accompanied by increases in life expectancy; increasing the number of people age 55 and older and 5) Median age of Veneta residents is increasing and the Oregon Office of Economic Analysis forecasts that Lane County's percent of people 55 years and older will increase from 13 percent in 2000 to 20 percent in 2030.**

4. **The requested Comprehensive Plan Diagram amendment from R-Rural Residential & L-Low Density Residential to M-Medium Density Residential is consistent with the Comprehensive Plan as shown in the included findings and as summarized as follows: 1) <u>Utilities</u>: Increasing the density within the City makes for efficient use of public utilities reducing initial and long-term maintenance costs for the City and Residents, 2) <u>Transportation</u>: Increasing the density within the City makes for efficient use of public transportation systems and reduces initial and long-term maintenance costs for the City and residents, 3) <u>Parks and Open space</u>: The increased density will support development of a variety of public neighborhood parks, open space areas, and recreational facilities for use by the residents of Veneta and 4) <u>Natural Resources</u>: Allows for preservation of significant natural resources within the City while maintaining density levels as the demand for population growth within the City continues.**

IV. COMPREHENSIVE PLAN MAP AND LAND USE DESIGNATIONS
PLAN DESIGNATIONS:

MEDIUM DENSITY GENERAL RESIDENTIAL (M)
Purpose of Plan Designation:

- *Provide areas suitable and desirable for a variety of housing types and densities with provisions for associated public service uses, planned developments and other uses under controlled conditions.*
- *Ensure that sufficient lands are available for development of a variety of housing types by allowing an intermix of housing types within a medium density residential area. Allow densities up to fifteen (15) living units per net acre. Planned Development (PD) may qualify for density bonuses up to twenty (20) living units per net acre.*
- *Require a minimum lot size of 6,000 square feet per single-family detached dwelling unit. The minimum lot size for single-family attached or multi-family units is 7,500 square feet minimum for duplex and 2,000 square feet per unit thereafter. Undersized lots, existing prior to 1980, may be developed as single family residential lots.*
- *Allow mobile home parks in the General Residential (GR) Zone. Concentrate medium-density housing in and around the downtown area. Typical housing densities would be approximately 6-14 units per net acre.*
- *Use the medium-density housing to transition from higher intensity uses to low-density residential.*
- *Allow for residential care facilities for more than 15 people. Allow up to 30 units per acre.*

LOW DENSITY RESIDENTIAL (L)
Purpose of Plan Designation:

- *Provide areas suitable and desirable for primarily single-family uses with provisions for associated public service uses, planned developments, and limited multiple-family use under controlled conditions on lots incapable of division to city standards.*

- *Ensure that residents are provided with a low density single-family residential area.*
- *Allow up to seven (7) units per net acre. Planned Developments may qualify for a density bonus of up to fifteen (15) living units per net acre in the Single Family Residential (SFR) zone.*
- *Require minimum lot sizes shall of 6,000 square feet and 8,000 square feet on steep slopes. Larger lots may be established by the Planning Commission if it determines that development hazards or constraints exist or if the Planning Commission finds larger lot sizes will be more compatible with surrounding residential areas.*
- *Allow multi-family uses in this designation area if there is no feasible alternative which would allow division of the large lot into smaller single-family lots.*
- *Allow for residential care facilities for more than 15 people. Allow up to 30 units per acre.*

RURAL RESIDENTIAL (R)
Purpose of Plan Designation:

- *Allow the City of Veneta or the property owner to initiate a plan designation change to either Low Density or Medium Density Residential, and applicable zoning map amendments, when development to urban uses and densities and services become available.*

FINDINGS:

1. **The applicant states that the conversion of the subject parcels to M-Medium Density Residential is consistent with surrounding properties (both in terms of plan designation and zoning). Staff notes that there are several instances within the Veneta city limits where Medium Density Residential abuts Low and Rural Density Residential similarly to the subject site. The surrounding properties (to the west) are within the Low Density Residential plan designation/ Single Family Residential zone. The surrounding properties to the east and north are within the Rural Residential plan designation.**
2. **Approximately 43.61 acres of the subject site are located in the Rural Residential plan designation and in reserve for future plan change designation to either Low Density or Medium Density residential; when urban uses, densities and services become available as described in the purpose of the Rural Residential plan designation (Ordinance 523 – Comprehensive Plan). A portion of the property, approximately 7.17 acres is currently located in the Low Density Residential plan designation/ Single Family Residential zone. The applicant states, there are significant wetlands and greenway that will buffer the transition between the proposed M–Medium Density Residential plan designation and adjacent L – Low Density Residential.**
3. **The Rural Residential zone requires one-acre lot minimums. The majority (+/- 43.61 acres) of the subject site is located in the Rural Residential zone, which equates to a potential of approximately forty-three (43) dwelling units, if the designations remained as is. Approximately 7.17 acres of the subject site, is located in the Single Family Residential zone, which currently allows similar size lots as the General Residential zone. The Single Family Residential zone allows a net density not to exceed seven (7) dwelling units per acre versus the**

General Residential zone which allows a net density not to exceed fifteen (15) dwelling units per net acre.

4. **The proposal will convert approximately forty-three (43) gross acres of R-Rural Residential designated land, seven (7) acres of L-Low Density Residential land and add a total of approximately fifty (50) acres of M-Medium Density Residential land and adjacent Low Density Residential plan designation.**
5. **The Medium Density Residential (M) plan designation is intended to be concentrated in and around the downtown area according to the Comprehensive Plan. However, there are several instances where Medium Density Residential is not concentrated in the downtown area including south of Perkins Road (Perkins Country Estates Subdivision), Applegate Landing Subdivision in southwest Veneta and east of Territorial Road (Lawler Subdivision).**
6. **The applicant has expressed intent to develop multi-family housing (townhomes – 3 or more units on one lot). The Low Density Residential (L) plan designation does not allow multi-family uses except through conditional use permit approval. The purpose of the Low Density Residential plan designation is to allow multi-family uses if there are no feasible alternative which would allow division of the large lot into smaller single-family lots.**
7. **The proposal is consistent with the change from Rural Residential to Medium Density Residential as the Rural Residential plan designation is intended to allow the property owner to initiate a plan designation change to Medium Density Residential.**

FINDINGS OF CONSISTENCY LAND DEVELOPMENT ORDINANCE NO. 493

"PURPOSE OF LAND DEVELOPMENT ORDINANCE NO. 493: The purpose of this ordinance is to establish standards and procedures for the orderly development of land within the City of Veneta; to assist in implementing the Veneta Comprehensive Plan and to promote the public health, safety and general welfare."

FINDINGS:

1. **The amendments to the Land Development Ordinance No. 493, Article 3, Section 3.03 – Location of Zones, does not affect the stated purpose of the Land Development Ordinance.**

SECTION 11.01 AUTHORIZATION TO INITIATE AMENDMENTS

"An amendment to the text of this ordinance may be initiated by the City Council, the City Planning Commission or by application of a property owner or city resident. An amendment to the zoning map may be initiated by the City Council, the City Planning Commission or by application of a property owner. The request by an application for an amendment shall be accomplished by filing an application with the Building and Planning Official using forms prescribed pursuant to Section 2.06. A filing fee in accordance with the provisions of Section 2.08 and a narrative statement explaining the reasons for the amendment shall accompany an application by a property owner."

FINDINGS:

1. **The property owner is requesting by application the initiation of a Zone Change (map only) which is consistent with this criteria. The applicant has**

submitted the required application form, filing fee, and narrative statement explaining the reasons for the amendment.

THE STATEWIDE PLANNING GOALS AND GUIDELINES ADOPTED UNDER OREGON REVISED STATUTES CHAPTER 197
The City's Comprehensive Plan incorporated the Statewide Planning Goals and was acknowledged by the state as being in compliance with state law; therefore, the Statewide Goals are addressed under the Comprehensive Plan Policies Sections. The following Statewide Planning Goals are applicable: Goal 1: Citizen Involvement; Goal 2: Land Use Planning; Goal 10: Housing; Goal 12: Transportation.

GOAL 1: CITIZEN INVOLVEMENT
OAR 660-015-0000(1)
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS:

1. **The City, through the Veneta Land Development Ordinance No. 493, has created proper procedures to ensure citizens have the opportunity to have input on any proposed map amendment. Opportunities for public input have been made available through the public comment process and public hearings procedures, prior to action on this proposal. Notification of this proposal and public hearing schedule was mailed to all property owners located within five-hundred (500) feet of the subject parcels. Notice was also published in the Fern Ridge Review on June 22, 2016 (Planning Commission public hearing) and August 17, 2016 (City Council public hearing). The City has met its obligation of providing for citizen involvement under Statewide Planning Goal 1, as defined through the City's adopted procedures.**

GOAL 2: LAND USE PLANNING
OAR 660-015-0000(2)
To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS:

1. **The proposed Comprehensive Plan/Zone amendment (map only) has been evaluated using criteria and policies found within the City's Comprehensive Plan and Land Development Ordinance No. 493. The proposed amendments are subject to a public hearing before the Planning Commission and City Council. Therefore, a well-established planning process and policy framework exists within the City. The proposal is consistent with Statewide Planning Goal 2 – Land Use Planning.**

GOAL 10: HOUSING
OAR 660-015-0000(10)
To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers

of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

FINDINGS:

1. **The project site was identified as vacant or partially vacant land (buildable) in the Veneta Residential Land Use Classifications Map (adopted with the Comprehensive Plan Amendment, September 14, 2015) and Buildable Lands Study.**
2. **As noted in the September 14, 2015 adopted amendment to the Veneta Comprehensive Plan, the majority of buildable residential land acres is designated Rural Residential and Low Density Residential totaling 347.6 acres and the remaining 128 acres is designated Medium Density Residential.**
3. **Veneta will need to provide 2,120 new dwelling units between the years 2013-2033, plus an additional sixty three (63) group quarter units in order to accommodate the forecasted population according to the adopted Comprehensive Plan.**
4. **Group quarter population is forecasted to double by 2033. An additional 3.3 acres will be needed to accommodate projected new group quarter facilities. The intent to develop senior congregate care facility on approximately five (5) acres is aligned with the projected need for group quarters within city limits.**
5. **The long term national trend is the aging of the baby boom generation, accompanied by increases in life expectancy. The number of people aged 55 and older will more than double by 2050.**
6. **The intent of the Sarto Village project is to develop single family attached and detached lots for those 55 and older. The applicant has expressed the intent to develop individual lots with one owner.**
7. **Based on the above findings, the proposal is consistent with Goal 10: Housing.**

GOAL 12: TRANSPORTATION PLANNING RULE
OAR Section 660-12-0060
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);
(b) Change standards implementing a functional classification system; or
(c) As measured by the end of the planning period identified in the adopted transportation system plan (TSP):

(A) Allow land uses or levels of development that would result in types or levels of travel 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 below the minimum acceptable performance standard identified in the TSP or comprehensive plan:
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan:

FINDINGS:

1. **The applicant has provided a Sarto Village Zone Change Traffic Impact Analysis (TIA) dated April 15, 2016, a Revised Sarto Village TIA, dated August 5, 2016 and a Technical Memorandum, dated August 17, 2016, prepared by Access Engineering, Inc.**
2. **The Technical Memorandum is a response to Oregon Department of Transportation's request for the applicant to utilize current High Capacity Manual 2010 (HCM2010) methodology for the un-signalized intersections within the study area.**
3. **The revised TIA and Technical Memorandum show the Transportation Planning Rule (TPR) likely worst case scenario (fully developed with single family detached housing on 6,000 square foot lots), could result in up to 227 single-family residences and would generate up to 217 new PM peak hour trips. The TPR analysis concluded the site could support up to 227 single family residences and the resulting trip generation of 217 PM peak hour trips in the future year 2026 PM peak hour traffic conditions without causing a failing condition or worsening a failing performance standard on study area intersections.**
4. **The Technical Memorandum, Table 9 and 12 shows the intersection of Huston Road at Highway 126, which is owned and maintained by the Oregon Department of Transportation, would operate with a v/c ratio near the tolerable limit of the 0.85 in the year 2026 traffic conditions with worst case scenario development.**
5. **In the August 24, 2016 Myhre Group response letter, the applicant is proposing a trip cap of 220 PM peak hour trips. The City Engineer responded that the trip generation should be documented based on the number of potential dwellings and should utilize trip generation rates consistent with the previous analyses applied to the number of dwelling units. The development of 227 single family dwellings discussed throughout the TIA process is not consistent with 217 PM peak hour trips discussed in the August 17, 2016 Technical Memorandum. Further, the August 17, 2016 technical memorandum states that a trip cap is not required.**
6. **As stated, the applicant is proposing to rezone the site to General Residential. The reasonable worst case scenario analyzed in the TIA (Revised TIA dated 8/5/16 and Technical Memorandum received 8/19/16) is for single family dwellings on 6,000 square foot lots which would generate 217 PM peak hour trips. Per Veneta Land Development Ordinance No. 493, Section 4.03(3)(b) multi-family dwellings are a permitted use with Site Plan approval in the General Residential Zoning District. Per Veneta's Comprehensive Plan,**

Chapter IV Comprehensive Plan Map and Land Use Designations the maximum density for General Residential Zone is 15 dwelling units per net acre. The applicant's TIA states the net acres of the site available for development is 31.2 acres. At a maximum density of 15 dwelling units per net acre the site could potentially be developed with 468 multi-family units. The TIA provided no data that to show whether or not multi-family development on all three tax lots might significantly affect transportation facilities. Therefore, staff is proposing a trip cap of 217 PM peak hour trips to ensure study area intersections are not impacted. The TPR can be satisfied with the following condition:

Condition: The maximum development on the site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) shall be limited so that it would not produce more than 217 PM peak hour trips as determined by the Institute of Transportation Engineers Trip Generation Manual. The City may allow development intensity beyond this maximum number of peak hour vehicle trips only if the applicant submits to the City and ODOT a traffic impact analysis that demonstrates that the proposed intensification of use would be consistent with the Transportation Planning Rule in effect at the time of development application. The applicant shall seek and the City shall consider such approval using the City's limited land use application procedure.

7. **As an informational item, since the zone change application is based on planned development that includes three separate tax lots (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602), the site should be considered as one development site. If development on the site occurs in phases, prior to issuance of any land use application approvals or prior to issuance of any building permits, the trip generation from the entire site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) should be evaluated by the owner/developer's traffic engineer and approved by the City Engineer, to determine if the site's cumulative trip generation exceeds 100 or more PM peak hour trips and if a traffic study is applicable. If/when development on any part of the site (Assessor's Map 17-05-31-00 Tax Lots 00400 and 00501 and Assessor's Map 17-05-31-34 Tax Lot 00602) generates 100 or more PM peak hour trips and when any development on the site occurs after the 100 PM peak hour trip threshold is exceeded; a traffic study should be prepared by the owner/developer's traffic engineer and approved by the City Engineer, to address traffic conditions per Section 5.27 of the City of Veneta's Land Use Ordinance No. 493.**
8. **The existing Hunter Road roadway conditions do not include bike lanes or pedestrian facilities that are identified in the City of Veneta's transportation system plan for the major collector street functional classification. The TPR criterion addresses the functional classification and capacity at the planning level for motor vehicle traffic (i.e. what is planned during the TSP plan year) and does not include stipulations for bike lanes and/or pedestrian facilities. If required with future development proposal(s), a future traffic impact analysis prior to development should include an inventory and assessment of**

the adequacy of the existing level of improvements for motor vehicle, bicycle and pedestrian users and the capability of existing facilities within the study area to accommodate both motorized and non-motorized modes of traffic and any potential for increase with development.

<u>CONCLUSIONARY FINDINGS</u>

This approval shall become final on the date this decision and supporting findings of fact are signed by the Veneta City Council, below. This Council decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 days after the final order has been signed and mailed.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the City to respond to the issue precludes an action for damages in circuit court.

Exhibit B

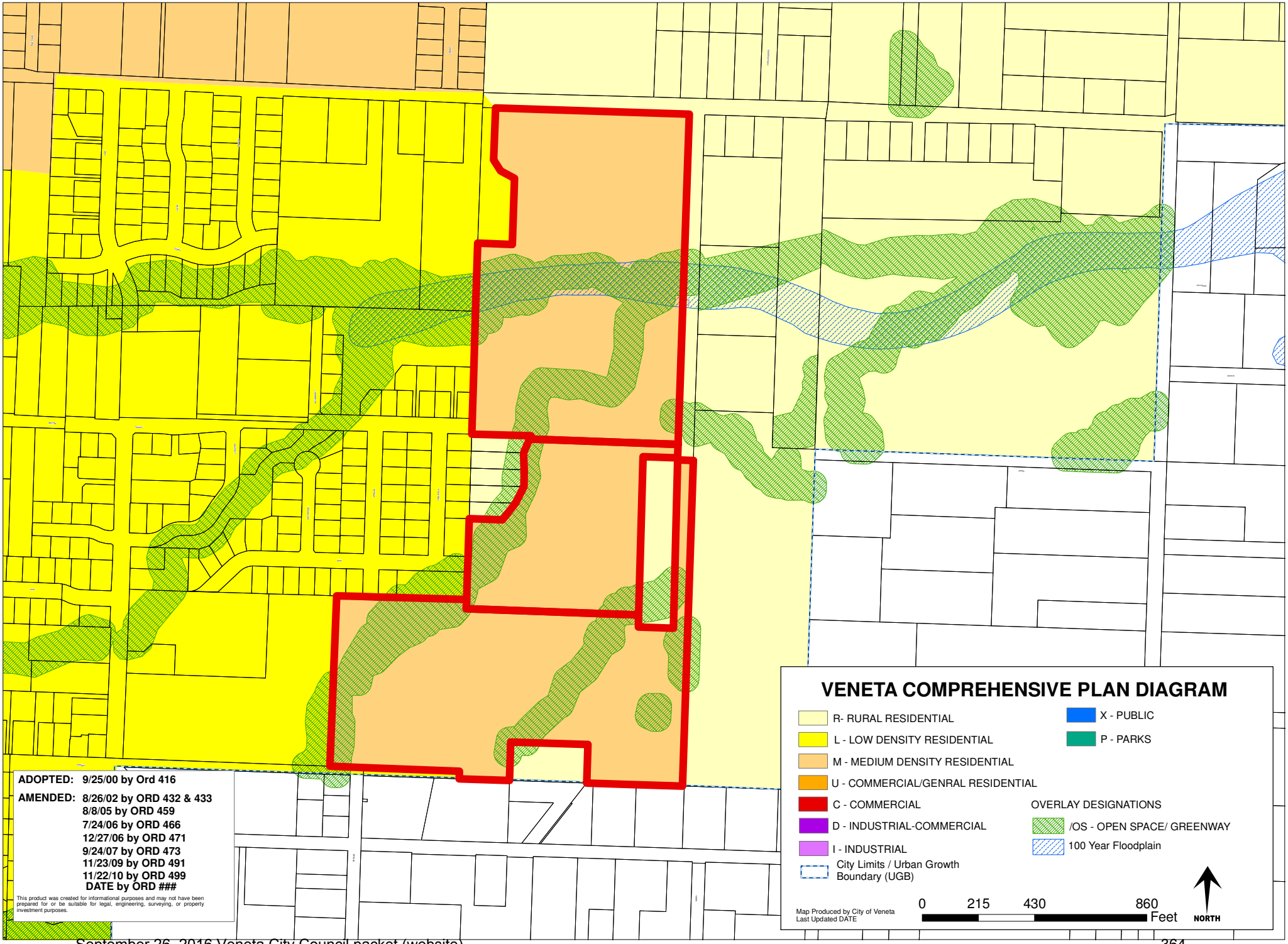
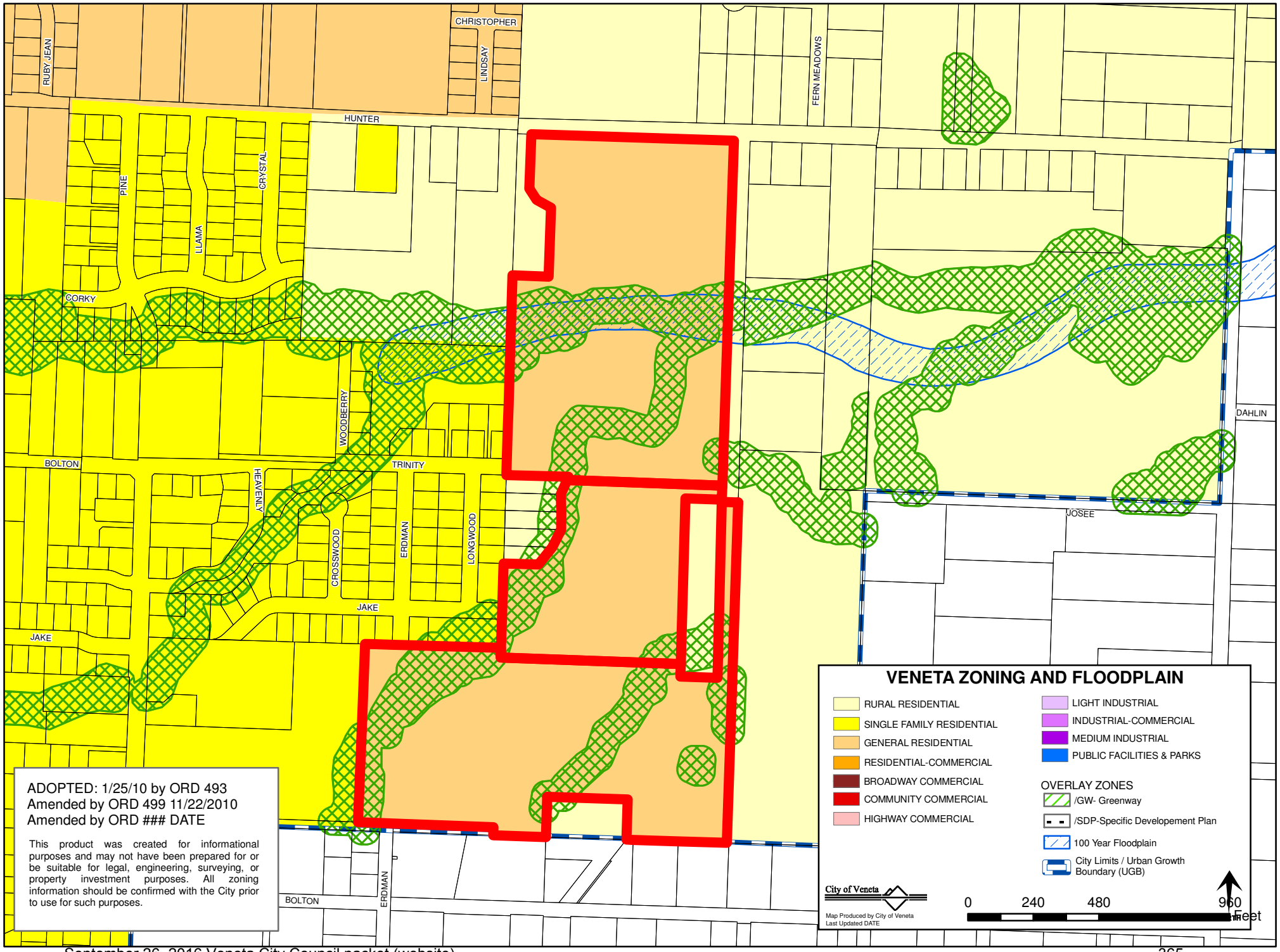

VENETA COMPREHENSIVE PLAN DIAGRAM
R- RURAL RESIDENTIAL
L - LOW DENSITY RESIDENTIAL
M - MEDIUM DENSITY RESIDENTIAL
U - COMMERCIAL/GENRAL RESIDENTIAL
C - COMMERCIAL
D - INDUSTRIAL-COMMERCIAL
I - INDUSTRIAL
City Limits / Urban Growth Boundary (UGB)
X - PUBLIC
P - PARKS
OVERLAY DESIGNATIONS
/OS - OPEN SPACE/ GREENWAY
100 Year Floodplain
Map Produced by City of Veneta
Last Updated DATE
0 215 430 860 Feet
NORTH
ADOPTED: 9/25/00 by Ord 416
AMENDED: 8/26/02 by ORD 432 & 433
8/8/05 by ORD 459
7/24/06 by ORD 466
12/27/06 by ORD 471
9/24/07 by ORD 473
11/23/09 by ORD 491
11/22/10 by ORD 499
DATE by ORD ###
This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes.

Exhibit C


VENETA ZONING AND FLOODPLAIN
RURAL RESIDENTIAL
SINGLE FAMILY RESIDENTIAL
GENERAL RESIDENTIAL
RESIDENTIAL-COMMERCIAL
BROADWAY COMMERCIAL
COMMUNITY COMMERCIAL
HIGHWAY COMMERCIAL
LIGHT INDUSTRIAL
INDUSTRIAL-COMMERCIAL
MEDIUM INDUSTRIAL
PUBLIC FACILITIES & PARKS
OVERLAY ZONES
/GW- Greenway
/SDP-Specific Developement Plan
100 Year Floodplain
City Limits / Urban Growth Boundary (UGB)
City of Veneta
Map Produced by City of Veneta
Last Updated DATE
0 240 480 960 Feet
ADOPTED: 1/25/10 by ORD 493
Amended by ORD 499 11/22/2010
Amended by ORD ### DATE
This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed with the City prior to use for such purposes.
CHRISTOPHER
RUBY JEAN
LINDSAY
FERN MEADOWS
HUNTER
PINE
CRYSTAL
LLAMA
CORKY
WOODBERRY
BOLTON
TRINITY
HEAVENLY
CROSSWOOD
ERDMAN
LONGWOOD
JAKE
DAHLIN
JOSEE
BOLTON
ERDMAN

VENETA CITY COUNCIL
AGENDA ITEM SUMMARY

Title/Topic: SIDEWALK PROJECT PRIORITIZATION

Meeting Date: September 26, 2016
Department: Community Development

Staff Contact: Kay Bork
Email: kbork@ci.veneta.or.us
Telephone Number: 541-935-2191 Ext.314

ISSUE STATEMENT
Staff is presenting a proposed sidewalk project priority list as a follow up to the sidewalk and bike lane inventory presented in 2015.

BACKGROUND
Council has previously reviewed the sidewalk inventory report in 2015 at the November 9, 2015 meeting. The report was based on the inventory conducted by Pavement Services. PSI mapped the location and rated the condition of all sidewalks inside Veneta City Limits.

The inventory shows a majority of Veneta's sidewalks are in Excellent or Good condition. There were no sidewalks rated in Poor condition. Sidewalks rated as Fair, the lowest ranking sidewalks surveyed, are in the Fern Meadows subdivision which was constructed in 1994. Territorial Court sidewalks were also ranked Fair. These sidewalks were installed around 1999 as part of the Garber Subdivision. Both subdivisions are among the oldest subdivisions platted in Veneta, besides the original Veneta Plat (downtown).

Table 1 summarizes the sidewalk inventory. There is a total of 116,883 linear feet of streets in Veneta and of that total; 31,448 linear feet (36%) of streets do not have complete sidewalks (streets without sidewalks on both sides and streets with sidewalks on only one side). Data shows 64% of all streets in Veneta have sidewalks. The majority of streets that do not have sidewalks (53%) are classified as either major or minor collectors and the reaming streets without sidewalks (47%) are classified as local streets.

Table 1: Streets With/Without Sidewalks, Sidewalk Inventory 2015

	Linear Feet	Percentage
Total Linear Feet (All Streets)	**116,883**	**100%**
Streets with Sidewalks	74,682	64%
Streets without Sidewalks	31,448	27%
Streets w/Sidewalks on one side	10,753	9%
Streets without Sidewalks	**31,448**	**100%**
Collector Streets	16,678	53%
Local Street	14,770	47%
Streets w/sidewalk on one side	**10,753**	**100%**
Collector Streets	2,496	23%
Local Street	8,257	77%

The Veneta Transportation System Plan (TSP) defines streets as follows:

- **Major Collector**: A major collector shall serve traffic from local streets or minor collectors to the arterial system. Major Collectors: Huston Road, Perkins Road, Bolton Hill Road, Hunter Road, Jeans Road.
- **Minor Collector:** A minor collector shall provide access to abutting properties and serve local access needs of neighborhoods including come through traffic. Minor Collectors: Hope Lane, Broadway Avenue, Cheney Drive, 8th Street, East Bolton Road (east-west and north-south), and Cornerstone Drive.
- **Local Streets:** A local street shall provide direct property access and access to collectors and minor arterials. Service to through-traffic movement shall be discouraged. Local Streets: all streets not identified in previous categories.

The sidewalk inventory shows the following Collectors without sidewalks.

Major Collectors:

- Hunter Rd (east of Territorial to Huston)
- Huston Rd
- Sections of Jeans Rd
- Sections of Perkins Rd

Minor Collectors:

- 8th Street (south of Dunham to Bolton Hill Rd)
- East Bolton Rd (Territorial to Cheney)

New Sidewalks

The City relies on developers and/or property owners to construct sidewalks at the time of development. In the case of new residential subdivisions, or commercial and industrial development, the developer is required to install full street improvements, including sidewalks with the public improvements or at the time of building permit. These new streets are generally Local Streets.

In Veneta, a majority of the collector streets are not constructed to urban standards, lacking curb, gutter and sidewalks. These streets will need to be brought up to City standards before sidewalks can be constructed. In order for a street to be upgraded to urban standards (curb, gutter, sidewalks, bike lane, and street trees), ideally water and sewer should already be installed within the right-of-way. Installing water and sewer before constructing full street improvements is necessary to preserve the pavement life of the street.

The City completed a sewer inventory in 2014 to assess the gaps in sewer connectivity throughout the City. The sewer inventory is intended to help city staff understand areas that still need to be served and to help prioritize future sewer projects. The sewer connectivity map will assist in prioritizing street and sidewalk projects since, in many cases, sewer is necessary before street and sidewalk projects can be constructed.

Project Prioritization

Staff is recommending using a matrix system to help prioritize sidewalk projects. The ranking does not include a timeline for when the projects should be constructed and is intended to provide guidance when scheduling street improvements. As stated earlier, sidewalk projects need to be coordinated with planned street and infrastructure projects.

Attached is a Sidewalk Priority Project Table, ranking projects from high to low. The projects are ranked where sidewalks need to be installed on either both sides or one side of the street. Streets highlighted in orange are those streets that currently have sidewalks on only one side of the street. The Street Length column lists the linear feet along one side of the street.

Table 2 (attached) lists the criterion used in the ranking. Criteria can be weighted and will impact the sidewalk priority list. Table 3 (attached) prioritizes sidewalk projects based on weighted criteria, where criterion (1) is the highest ranked and (6) is the lowest. City Council may wish to modify the criteria or modify the order of the criteria used to rank projects.

Current Sidewalk Projects

The 2016/17 budget includes preliminary engineering for a Hunter Street sidewalk project. At the July 25th meeting City Council agreed to postpone the 3rd and 4th Street sidewalk project since the bid came in higher than the engineer's estimate.

RELATED CITY POLICIES

None.

COUNCIL OPTIONS

City Council may choose to hold a follow up discussion or work session to prioritize sidewalk projects and discuss funding options.

CITY ADMINISTRATOR'S RECOMMENDATION

1. Pursue LID for top (4) priority priorities. This could include modifying the E. Hunter Rd project to extend to Crystal. The E. Hunter project is currently budgeted for preliminary engineering.
2. Select a single priority for LID project. This could include modifying the E. Hunter Rd project described above.
3. Use Urban Renewal funds for preliminary engineering on McCutcheon Street project. Can utilize funds from the suspended 2nd and 3rd Street sidewalk construction project.
4. Address sidewalk project prioritization and funding options during the Transportation System Plan Update beginning in the fall of 2016. A volunteer Transportation Advisory Committee will be formed to assist with the project and can advise on funding options.
5. Any combination above.

ATTACHMENTS

A. Table: Proposed Criteria for Sidewalk Project Prioritization
B. Table: Sidewalk Projects - Proposed Priority Ranking
C. Figure 1: 2014 Sidewalk Inventory, PSI Inc.

PROPOSED CRITERIA FOR SIDEWALK PROJECT PRIORITIZATION

CRITERION: Is <u>sidewalk</u> project listed as a high or medium priority in the City's Transportation System Plan?
ASSUMPTION: This is the highest ranked criterion. If the sidewalk project has specifically been called out in the City's long range transportation plan, the City can assume it is already considered a high/medium priority.
CRITERION: Does street serve as a Safe Route to School?
ASSUMPTION: This is called out as an additional criterion for the importance of providing safe routes for children. Providing safe routes to school aligns with the City's HEAL City goal of providing healthy transportation alternatives to youth.
CRITERION: Is the street a collector providing access to major activity centers in City?
ASSUMPTION: Collector streets experience higher levels of traffic and are the main routes to activity centers in the community. Collectors therefore need to serve all modes of transportation in order to serve the greatest number of people.
CRITERION: Is <u>street</u> project listed in another plan? TSP, Downtown Master Plan, Urban Renewal, etc.
ASSUMPTION: Since sidewalk projects are generally built with a street project it makes sense to rank these sidewalk projects higher since the street project has already been identified as a priority in other plans.
CRITERION: Are abutting properties mostly developed?
ASSUMPTION: If abutting properties are mostly developed there is less likelihood of a new street project being opened up for new infrastructure to serve new development? The City would prefer to allow infill development to occur before constructing new street.
CRITERION: Has sewer been installed to serve abutting properties?
ASSUMPTION: Once sewer has been installed street improvements can be made without the need to open up pavement to install infrastructure. This strategy will preserve the pavement conditions of the street.

VENETA SIDEWALK PROJECT PRIORITIZATION

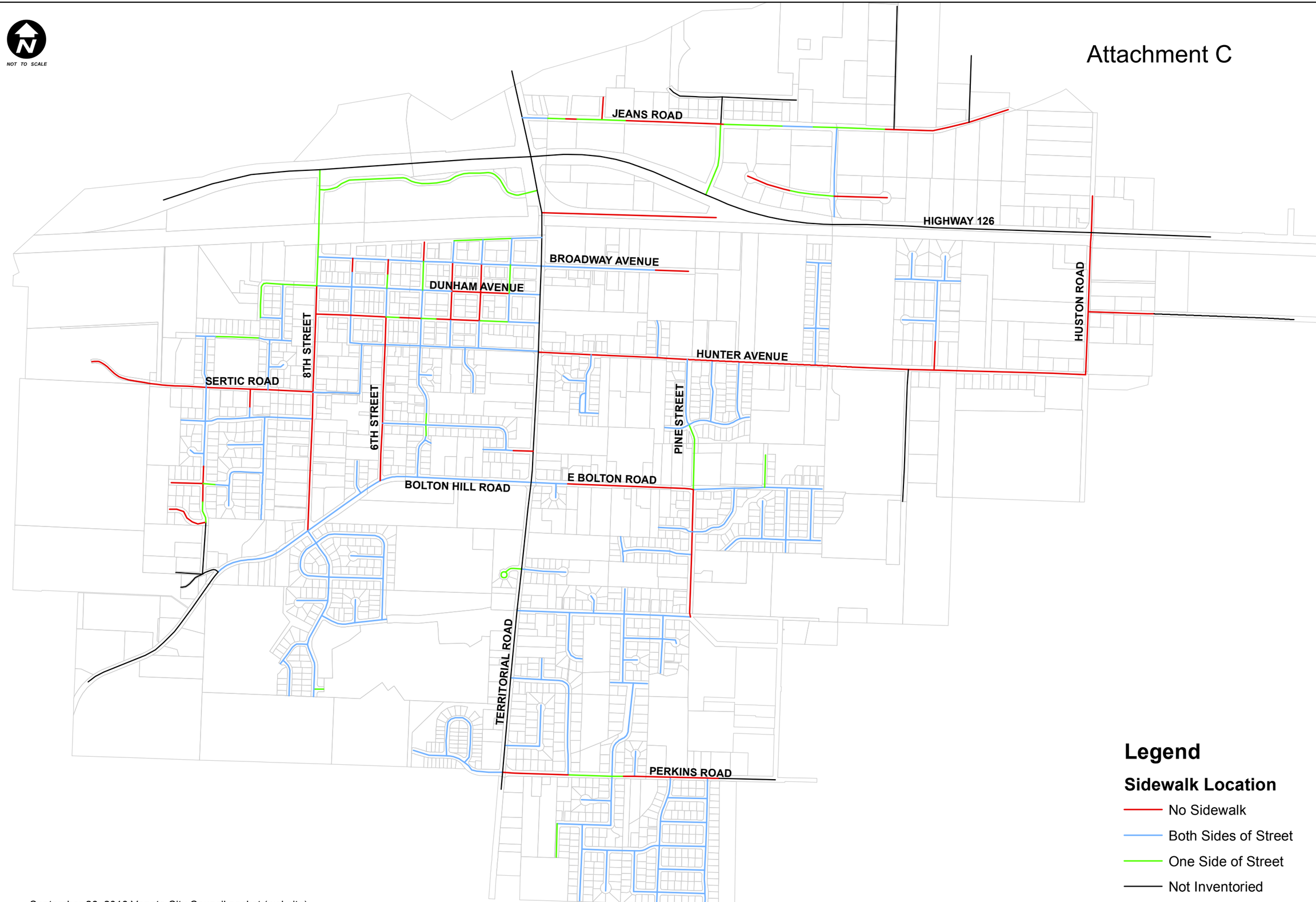
Ranking	Sidewalk Project	Sidewalk One Side	Collector	ID	Section Begin	Section End	Length in Feet	Crtierion 1 Is sidewalk project listed as a high or medium priority project in the City's Transportation System Plan?	Crtierion 2 Does street serve as a Safe Route to School?	Crtierion 3 Is the street a minor or major collector providing access to major activity centers in City?	Crtierion 4 Is street project listed in City Plans: TSP, Downtown Master Plan, Urban Renewal?	Crtierion 5 Are abutting properties mostly developed?	Crtierion 6 Has sewer been installed to serve abutting properties?
1	HUNTER		C	4	Territorial Road	Hunter Road Sec 06 (Ruby Jean)	1295	X	X	X	X	X	X
2	BOLTON		C	3	Bolton Rd/Trinity St	Cheney Drive	1301	X	X	X		X	X
3	MCCUTCHEON			1	8th Street	3rd Street	1669	X	X		X	X	X
4	MCCUTCHEON			2	3rd Street	2nd Street	296	X	X		X	X	X
5	PERKINS		C	2	Territorial Road	Blek Drive	669	X		X	X	X	X
6	PERKINS		C	3	Blek Drive	Perkins Sec 03	566	X		X	X	X	X
7	PERKINS		C	4	Perkins Sec 02	Eastern City Limits	976	X		X	X	X	X
8	8TH		C	2	Broadway Avenue	Dunham Ave	294	X		X	X		X
9	8TH		C	3	Dunham Avenue	Bolton Hill Road	2501	X		X	X		X
10	HUNTER		C	5	Hunter Road Sec 05	Huston Road	4300	X		X	X		
11	HUSTON		C	1	North City Limits	HWY 126	373	X		X	X		
12	BOLTON		C	2	End Sidewalk	Pine Street	1292	X		X		X	
13	HUSTON		C	2	HWY 126	Hunter Road	1435	X		X			
14	JEANS		C	2	Forest Meadow Lane	Eastern City Limits	1197	X		X			
15	3RD			3	Dunham Avenue	MCCutcheon Avenue	290	X			X	X	X
16	3RD			2	Broadway Avenue	Dunham Avenue	296	X			X	X	X
17	4TH			2	Broadway Avenue	Dunham Avenue	591	X			X	X	X
18	5TH			1	North Terminus	Broadway Avenue	197	X			X	X	X
19	DUNHAM			5	4th Street	2nd Street	584	X			X	X	X
20	2ND			2	Broadway Avenue	DunhamAvenue	289	X			X	X	X
21	5TH			2	Broadway Avenue	McCutcheon Avenue	585	X			X	X	X
22	6TH			1	Broadway Avenue	Dunham Avenue	293	X			X	X	X
23	8TH		C	1	HWY 126	Broadway Avenue	889	X			X	X	X
24	PINE		C	2	Corky Lane	Trinity Street	671	X			X	X	
25	BROADWAY		C	7	End of Sidewalk	East Terminus	335			X			
26	SERTIC			2	Road Width Change	8th Street	1405				X		
27	SERTIC			1	West Terminus	Road Width Change	916				X		
28	HUNTER (BAKER)		C	6	E Hunter Road	South Terminus	1339				X		
29	6TH			3	Hunter Avenue	Bolton Hill Avenue	1667					X	X
30	NOTTINGHAM			1	West Terminus	10th Street	324					X	
31	ASPENRIDGE			1	West Terminus	Dogwood Lane	432					X	
32	DOGWOOD			1	Apsen Ridge Drive	Bolton Hill Drive	1248					X	
33	10TH			3	Pvmt Change	Aspen Ridge Drive	581					X	
34	5TH			5	Pvmt Change	Bolton Hill Road	213					X	
35	ANGELCREEK			1	Allure Avenue	South Terminus	342					X	
36	DUNHAM			1	Dunham Avenue	Terra Lane	356					X	
37	DUNHAM			2	Dunham Loop	8th Street	540					X	
38	HEATHERGLE			1	West Terminus	Territorial Road	367					X	

VENETA SIDEWALK PROJECT PRIORITIZATION

Ranking	Sidewalk Project	Sidewalk One Side	Collector	ID	Section Begin	Section End	Length in Feet	Crtierion 1 Is sidewalk project listed as a high or medium priority project in the City's Transportation System Plan?	Crtierion 2 Does street serve as a Safe Route to School?	Crtierion 3 Is the street a minor or major collector providing access to major activity centers in City?	Crtierion 4 Is street project listed in City Plans: TSP, Downtown Master Plan, Urban Renewal?	Crtierion 5 Are abutting properties mostly developed?	Crtierion 6 Has sewer been installed to serve abutting properties?
39	LOTEN			1	West Terminus	Cornerstone Drive	911					X	
40	SUN RIDGE			1	8th Street	East Terminus	101					X	
41	WOODBERRY			1	North Terminus	Trinity Street	329					X	
42	HOPE		C	1	Todd Way	Jeans Road	277						
43	LOTEN			2	Cornerstone Drive	East Terminus	543						
44	LUTHER			1	Territorial Road	East Terminus	1779						
45	TIDBALL			1	Huston Road	East City Limit	665						
46	TODD			3	North Terminus	Jeans Road	230						
47	TODD			1	West Terminus	Hope Lane	564						
48	TODD			2	Hope Lane	East Terminus	758						
49	HOPE		C	2	Jeans Road	Hwy 126	747						
50	JACK KELLY			1	8th Street	Territorial Road	2,383						
						TOTAL	42,201						

Attachment C

FIGURE 1



2014 SIDEWALK INVENTORY
Veneta, Oregon

PAVEMENT SERVICES, INC.
INNOVATIVE PAVEMENT SOLUTIONS

Job No: 14037

Date: 01/29/2015

CITY OF VENETA

RESOLUTION NO. 1208

A RESOLUTION AUTHORIZING SIGNERS ON VARIOUS BANKING ACCOUNTS FOR THE CITY OF VENETA, AND REPEALING RESOLUTION NO. 1057

WHEREAS, the City of Veneta maintains one or more bank accounts with several financial institutions upon such terms and conditions as may be agreed upon with said institutions; and

WHEREAS, the security of the City's bank accounts are of upmost importance; and

WHEREAS, to maintain the security while conducting City business in an effective and efficient manner;

NOW, THEREFORE, BE IT RESOLVED by the Veneta City Council that:

SECTION 1 Account Establishment. The City Administrator and Finance Director of the City of Veneta are hereby authorized to establish bank accounts, as needed.

SECTION 2 Authorized Signers. The individuals listed below are the only authorized individuals to conduct transactions effecting the City of Veneta's banking accounts:

Sandra Larson, Mayor
R. Ric Ingham, City Administrator
Shauna C. Hartz, Finance Director
Kyle Schauer, Public Works Superintendent

SECTION 3 Other Authority. Funds withdrawn, from said bank accounts, on checks of the City of Veneta must be signed by any two of the individuals listed in Section 2, above, and may be payable to bearer, or to the order of, or for the use and benefit of, the signer or signers thereof. Each of said persons is hereby authorized for and on behalf of, and in the name of the City to endorse and deliver to said bank account, for any purpose and to any amount commercial paper of any kind, negotiable or non-negotiable, executed by others and owned or held or payable to the City. The authority hereby conferred shall continue in force until notice of its revocation in writing shall have been given to the financial institutions.

SECTION 4 Repealing Clause. Resolution No. 1057 is hereby repealed.

PASSED AND ADOPTED by the Veneta City Council this ____ day of September, 2016.

XXXXXXXXXXXXXX
Sandra H. Larson, Mayor

ATTEST:

XXXXXXXXXXXXXX
Darci Henneman, City Recorder

INTERGOVERNMENTAL AGREEMENT
FOR
TOBACCO RETAILING LICENSING
October 12, 2016

This Agreement is entered into between Lane County, a political subdivision of the State of Oregon ("Lane"), and the City of Veneta, an Oregon municipality ("Veneta"), each a unit of local government as defined by ORS 190.003, for the purpose of providing cost effective tobacco retail licensing administrative and enforcement services, as follows:

RECITALS

- ORS 190.010 and the Lane County Home Rule Charter provide that units of local governments may enter into agreements for the performance of any or all functions and activities that a party to the agreements, its officers or agents, have authority to perform; and
- Lane and Veneta have the authority to perform the functions and activities set forth in this Agreement; and
- Veneta has adopted Veneta Municipal Code (VMC) Chapter 5.30, establishing a tobacco retail licensing program; and
- Veneta has need for the administration and enforcement of VMC 5.30; and
- Lane has the ability to provide, and experience in providing tobacco retail licensing administrative and enforcement services; and
- There are increased efficiencies through intergovernmental cooperation, which benefit both Veneta and Lane.

AGREEMENT

A. Obligations of the Parties:

1. In general, Lane agrees to administer and enforce VMC 5.30, regarding tobacco retail licensing within the corporate limits of the City of Veneta. Specifically, Lane will:

    a. Review applications for retail licenses and verify the appropriateness of and eligibility for issuance, including verification of all standards established in VMC 5.30, including proximity to schools.
    b. Collect retail tobacco licensing fees and any fines.
    c. Issue annual retail tobacco licenses, as applied for and approved by Lane.
    d. Verify compliance with all standards and requirements of VMC 5.30, including at least one on-site visit per retailer, per twelve-month period.
    e. Issue citations, suspend, revoke or not renew tobacco retail licenses per VMC 5.30.
    f. Commence legal actions and prosecutions as needed to enforce VMC 5.30, including actions taken against tobacco retailers operating without a valid license.
    g. Seize all products offered for sale or exchange in violation of VMC 5.30.
    h. Maintain all records related to the administration and enforcement of VMC 5.30 on behalf of City.

i. Verify compliance with all VMC 5.30 signage and fixed location requirements, including a posted valid license, required health warnings, Quit Line information, prohibited self-service displays, prohibited free samples, and that the retailer's location is not temporary nor movable.
j. Ensure retailer compliance with age verification requirements.
k. Verify retailer employee training.
l. Verify compliance with all applicable state or federals laws or regulations applicable to the sale of tobacco products or paraphernalia.
m. Conduct regular inspections and either conduct or provide for "minor decoy inspections".
n. Provide services per this Agreement at no cost to City, relying only upon the collection of fees and fines, as set forth in VMC 5.30 and Section A(1)(b), above.
o. Advise City in advance of any proposed fee adjustments to County's Tobacco Retail Licensing Ordinance 15-05.
p. Provide annual reporting of regular inspection results and the "minor decoy inspections", within 90 days of conclusion of inspection period.
q. Provide City with an annual list of licensed retailers, including license status updates.
r. Process all retailer complaints, and apprise City staff of Lane's actions relating to VMC 5.30 administration and the resolution of all complaints filed.

2. City will establish a City staff point of contact and provide Lane with that staff's full contact information in order to allow for the efficient and timely performance of Lane's obligations under this Agreement.

B. Term & Termination:

1. This Agreement is effective when signed by all parties and expires on June 30, 2019, unless extended by written mutual agreement.
2. Termination: This Agreement shall continue through its term or until terminated by mutual written agreement or as provided in Section B(3), below.
3. This Agreement may be terminated by either party upon providing written notice to the other party on or before December 31st of each year, effective July 1st of the following year.

C. Dispute Resolution. The parties are required to exert every effort to cooperatively resolve any disagreements that may arise under this Agreement. This may be done at any management level, including at a level higher than the persons directly responsible for the administration of this Agreement. In the event that the parties alone are unable to resolve any conflict under this Agreement, the parties agree to use good faith efforts to resolve their differences through mediation, if agreed to by both parties, or binding arbitration.

D. Indemnification. To the extent permitted by the Oregon Constitution and by the Oregon Tort Claims Act, and to the extent otherwise provided for in private contracts of insurance, each party agrees to indemnify, defend, and hold the other, its elected officials, agents, officers and employees, harmless from all damages, losses and expenses, including but not limited to

attorney fees, and to defend all claims, proceedings, lawsuits, and judgments arising out of or resulting from that party's performance or failure to perform under this Agreement. However, neither party will be required to indemnify or defend the other for any liability arising solely out of the wrongful acts of its own elected officials, officers, employees, or agents.

E. Amendments. This Agreement may only be modified by written agreement signed by all parties.

F. Waiver. The failure of any party to enforce any provision of this Agreement does not waive that or any other provision.

G. Force Majeure. Neither party will be held responsible for delay nor default due to Force Majeure acts, events or occurrences unless they could have been avoided by the exercise of reasonable care, prudence, foresight, and diligence by that party.

H. Merger. This Agreement constitutes the entire agreement between the parties. No waiver, consent, modification, or change of terms of this Agreement binds any party unless in writing and signed by all parties. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement.

EACH PARTY, BY EXECUTION OF THIS AGREEMENT, HEREBY ACKNOWLEDGES THAT IT HAS READ THIS AGREEMENT, UNDERSTANDS IT, AND AGREES TO BE BOUND BY ITS TERMS AND CONDITIONS.

Lane County

_____ _____

Steve Mokrohisky, County Administrator Date

City of Veneta

_____ _____

Ric Ingham, City Administrator Date

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CITY OF VENETA

ORDINANCE NO. 539

AN ORDINANCE ALLOWING OREGON'S HERBAL REMEDIES, A LICENSED RECREATIONAL MARIJUANA RETAIL FACILITY, TO LOCATE WITHIN 500 FEET OF WEST LANE TECHNICAL LEARNING CENTER

WHEREAS, Section 4 of the City of Veneta Charter of 1999 provides as follows:

> POWERS OF THE CITY. The city has all powers which the constitutions, statutes, and common law of the United States and of this state now or hereafter expressly or impliedly grant or allow municipalities, as fully as though this charter specifically enumerated each of those powers; and

WHEREAS, ORS 475B.450(3)(d) provides that a medical marijuana dispensary registered with the Oregon Health Authority pursuant to ORS 475B.450 may not be located within 1000 feet of a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school teaching children as described in ORS 339.030(1)(a); however,

WHEREAS, ORS 475B.455 provides that if a school locates within 1000 feet of a pre-existing medical marijuana dispensary, the dispensary is not required to move; and

WHEREAS, Oregon's Herbal Remedies, a medical marijuana dispensary registered pursuant to ORS 475B.450, was issued a final occupancy permit for its current location at 88344 Territorial Road in the City of Veneta on July 3, 2014; and

WHEREAS, West Lane Technical Learning Center (WLTLC), a charter school chartered by the Fern Ridge School District, was issued a final occupancy permit for its current location at 24967 Highway 126 in the City of Veneta on July 7, 2015; and

WHEREAS, WLTLC is located within 500 feet of Oregon's Herbal Remedies; and

WHEREAS, because Oregon's Herbal Remedies opened in its current location prior to WLTLC moving to its current location, Oregon's Herbal Remedies is protected under ORS 475B.455; however,

WHEREAS, Oregon's Herbal Remedies wishes to transition from a registered medical marijuana dispensary to a licensed recreational marijuana retail facility; and

WHEREAS, ORS 475B.110(2)(d) provides that a recreational marijuana retail facility for which a license has been issued pursuant to ORS 457B.110 may not be located within 1000 feet of a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school teaching children as described in ORS 339.030(1)(a); therefore,

WHEREAS, once Oregon's Herbal Remedies transitions to a recreational marijuana retail facility, it will no longer be protected by ORS 475B.455; however,

WHEREAS, Chapter 83, Oregon Laws 2016 specifically provides that a city may adopt an ordinance allowing a recreational marijuana retail facility for which a license has been issued pursuant to ORS 457B.110 to be located within 500 feet of a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school teaching children as described in ORS 339.030(1)(a) if the city determines that a physical or geographic barrier capable of preventing children from traversing to the school separates the recreational marijuana retail facility from the school; and

WHEREAS, WLTLC and Oregon's Herbal Remedies are physically separated by eight (8) businesses; and

WHEREAS, WLTLC fronts Highway 126 to the South; and

WHEREAS, Oregon's Herbal Remedies fronts Territorial Road to the East; and

WHEREAS, the entrance to Oregon's Herbal Remedies is not within line of sight of the entrance to WLTLC; and

WHEREAS, WLTLC is also located in close proximity to a liquor store, a smoke shop and a lottery retail outlet, all of which are strictly regulated by the State of Oregon; and

WHEREAS, Oregon's Herbal Remedies is a responsibly run local business and a valuable member of the business community in the City of Veneta; and

WHEREAS, the Council is not aware of any adverse impacts on attendees of WLTLC due to WLTLC's proximity to Oregon's Herbal Remedies; and

WHEREAS, the State of Oregon has not provided any specific guidance regarding what constitutes a "a physical or geographic barrier capable of preventing children from traversing to the school;"

//

//

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

Section 1. Adoption. The above-stated recitals are hereby adopted by the City Council as support for this ordinance.

Section 2. Findings. Pursuant to the City of Veneta's Home Rule Authority and Chapter 83, Oregon Laws, 2016, the City Council finds that a physical or geographic barrier capable of preventing children from traversing directly between Oregon's Herbal Remedies and West Lane Technical Learning Center separates Oregon's Herbal Remedies and West Lane Technical Learning Center.

Section 3. Declaration. The City Council hereby declares that when Oregon's Herbal Remedies is licensed as a recreational marijuana retail facility by the Oregon Liquor Control Commission, Oregon's Herbal Remedies may continue to operate as a recreational marijuana retail facility at 88344 Territorial Road, Veneta, Oregon 97487.

Section 4. Severability. The sections, subsections, paragraphs, and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs, and clauses.

Section 5. Effective Date. This ordinance shall take effect on the 30th day after its adoption.

READ FOR A FIRST TIME, BY TITLE ONLY, this 12th day of September, 2016, no Council person in attendance having requested that it be read in full.

READ FOR A SECOND TIME, BY TITLE ONLY, AND FOR FINAL ADOPTION, this ____ day of September, 2016, no Council person present having requested that it be read in full.

PASSED AND ADOPTED by a _____ vote for and _____ against by the City of Veneta Council this ____, day of September, 2016.

XXXXXXXXXXXXXX
Sandra H. Larson
Executed on _____

ATTEST:

XXXXXXXXXXXXXX
Darci Henneman, City Recorder
Executed on _____

VENETA CITY COUNCIL
AGENDA ITEM SUMMARY

Title/Topic: Utilizing Rural Tourism Marketing Program Funds to Support Cooperative Advertising in the 2017 Travel Lane County Visitor Guide

Meeting Date: September 26, 2016
Department: City Administration

Staff Contact: Ric Ingham
Email: ringham@ci.veneta,or.us
Telephone Number: 541-935-2191 Ext. 306

ISSUE STATEMENT
Does the Council wish to provide RTMP funding to local businesses to offset the cost of placing ads in the annual Travel Lane County Visitor Guide?

BACKGROUND (include prior council or committee action)
The City receives an annual distribution of transit room tax revenue from Lane County. Those funds referred to as the "Rural Tourism Marketing Program or RTMP" are to be used to support local tourism development and promotional activities. Last year, with the intent of creating a stronger presence in the 2016 Travel Lane County Visitor Guide the City proposed subsidizing 50% of the ad cost for any visitor-industry based business that wanted to place an ad. Three businesses accepted our offer. They included: the Broadway Grill, Domaine Meriwether, and Oregon Country Fair. Total cost for the City was $1329.

City staff believes last year's effort was a good investment and that we should repeat the offer for the 2017 Visitor Guide. At July 1, 2016 the beginning RTMP fund balance was $13,343.

RELATED CITY POLICIES (include existing resolutions and ordinances)
Total RTMP expenditure last year was $5209

CITY ADMINISTRATOR'S RECOMMENDATION
I recommend that the City provide RTMP funding to local businesses to offset the cost of placing ads in the annual Travel Lane County Visitor Guide.

COUNCIL OPTIONS (include financial impacts)
1) Approve the request to provide RTMP funding support.
2) Seek additional information before approving RTMP request.
3) Deny the request.

SUGGESTED MOTION

"I make a motion to approve expenditure of RTMP funding to offset the cost of local businesses placing ads in the annual Travel Lane County Visitor Guide."

VENETA CITY COUNCIL
AGENDA ITEM SUMMARY

Title/Topic: Community Fiber Project Survey

Meeting Date: September 26, 2016
Department: Economic Development

Staff Contact: Ric Ingham
Email: ringham@ci.veneta.or.us
Telephone Number: 541-935-2191 Ext. 306

ISSUE STATEMENT

Does the Council support City staff conducting community-wide high speed Internet demand survey?

BACKGROUND

The City of Veneta and the Veneta Economic Development Committee are exploring opportunities to improve high speed internet service throughout the community. During the Economic Development Committee's August meeting, LS Networks shared information about their Connected Community Program which seeks to form public-private partnerships with small rural communities (population less than 10,000 residents) in order to expand fiber optic Broadband services.

A key takeaway from LS Networks' presentation is that assessing demand for high speed internet is vital to learning more about opportunities in Veneta. A demand survey would provide information about whether residents and businesses are satisfied with their current internet service and how likely they are to change providers if an alternative service became available.

Following the meeting, City staff contacted the Mid-Columbia Economic Development District (MCEDD) and received permission to utilize a high speed internet demand survey used in South Wasco County. MCEDD's findings revealed strong demand for improved internet service and has led to the formation of a public-private partnership and the expansion of high speed internet service in Maupin, Oregon. During the Economic Development Committee's September meeting, committee members expressed support for moving forward with the distribution of a similar survey to households in Veneta.

RELATED CITY POLICIES

While not identified as a Council goal, continued expansion of the City's fiber network is the Economic Development Committee's highest ranked action priority.

COUNCIL OPTIONS

1) Direct staff to conduct the survey.
2) Seek more information from LS Networks before conducting survey.
3) Postpone survey until after development of the 2016-17 Work Plan.
4) Don't pursue the survey.

CITY ADMINISTRATOR'S RECOMMENDATION

Based on feedback from the Economic Development Committee, I recommend that the City commit staff time and resources to conduct the survey.

SUGGESTED MOTION

None

ATTACHMENTS

A. Community High Speed Internet Demand Survey

Veneta Broadband Access Project

Community High Speed Internet Demand Survey

The City of Veneta and the Veneta Economic Development Committee are exploring opportunities to improve high speed internet service throughout the community. This starts by assessing existing demand for high speed internet and gaining a broader understanding of community needs. This survey is the foundation for this effort. ***We appreciate your support in taking a few minutes to fill it out!***

1. What type of internet connection do you have at home?

☐Dialup ☐Satellite ☐DSL ☐Cable ☐Wireless ☐ Fiber to the home

☐ Wireless mobile card or cell service ☐ I do not have internet service (Skip to question #5)

2. Which company provides your internet service?

☐CenturyLink ☐Charter ☐ Exede Internet ☐ Hunter Communications

☐ HughesNet ☐ Skycasters ☐ Unwired West ☐ Other _____

3. What are the primary reasons you use the internet at home? Check all that apply.

☐Communication (email, Skype, etc.) ☐Work from home (home-based business)

☐Work from home for an employer (telework) ☐General information/research

☐Entertainment (TV/videos, music, gaming, etc.) ☐Taking online courses/distance learning

☐Other (please describe) _____

4. Are you satisfied with your current home internet service? ☐Yes ☐ No

Please explain_____

5. If a new or alternative high speed internet service were available to your **home**, would you be interested in acquiring it? ☐Yes ☐ No

6. If interested in purchasing new or alternative high speed internet service, how much would you be willing to pay per month for a new or alternative high speed internet service (average price for high speed is approximately $53)?

☐ $31-$40 ☐$41-$50 ☐ $51-$60 ☐ $61- $70 ☐ $71 or more

7. If not interested in purchasing high speed internet access or new, higher speed internet service to your home, what are the primary reasons? (check all that apply)

☐Dial-up access meets my current needs ☐ Cannot afford high speed internet

☐ Satellite is my only option, but installation and monthly service costs are too high

☐Cannot afford a computer ☐Do not know how to use a computer

☐Do not have a reason to use a computer ☐Other _____

8. Please provide your contact information and check the boxes below that apply to when you are willing to let us use this information.

Name_____
Address_____
Phone/email _____

☐ I would like to receive additional information and updates about this project.

☐ I would be willing to sign a letter of intent to purchase new service, or a petition in support of grant funding to bring high speed internet to my community.

☐I would like my contact information shared with internet service providers interested in increasing service in the area.

Note: This question is optional. *We will only use this information for the purposes you selected. This information will allow the project team and internet service providers to better understand the demand for internet and make an investment case.*

9. Please feel free to share additional comments on your community's internet service and its impacts on community vitality below.

_____
_____
_____

Please return your completed survey to a drop box around town (City Hall, Libraries, Stores, etc.) by _____ OR take it online at *venetaoregon.gov*

If you have any questions about the survey, or the Veneta Broadband Access Project, please feel free to get in touch with Ric Ingham at ringham@ci.veneta.or.us or 541-935-2191 ext. 306. Thank you for your support!