

JUNCTION CITY PLANNING COMMISSION

AGENDA ITEM SUMMARY



ACTA LLC Annexation

Meeting Date: August 19, 2014
Department: Planning
www.junctioncityoregon.gov

Agenda Item Number: 5b
Staff Contact: Jordan Cogburn
Contact Telephone Number: 541-998-2153

ISSUE STATEMENT

ACTA, LLC, the owners of property abutting the east side of Prairie Road, south of David Land and abutting the west side of Highway 99 have petitioned for annexation.

BACKGROUND

This property was included in the recent expansion of the Junction City Urban Growth Boundary. The site is currently partially developed with an RV dealership. No development plans have been submitted with the annexation request. This application is being processed concurrently with a rezone request.

Annexations are a legislative action by the Junction City City Council. The Planning Commission can recommend action to the City Council.

FINDINGS

Since the applicant has not submitted any development plans the findings relate only to the provisions of the Junction City Code regarding annexations. The only condition recommended is based upon the Junction City Municipal Code, that the applicant be required to sign an annexation agreement prior to final action on the annexation.

PLANNING COMMISSION OPTIONS

1. Adopt the Proposed Findings and recommendations and forward the matter to the City Council.
2. Direct Staff to answer further questions in regard to the subject site and return to Planning Commission at the next available meeting.
3. Other options proposed by the Planning Commissioners.

PLANNING STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt the Findings and forward the matter to the City Council.

SUGGESTED MOTION

I move to adopt Planning Commission Final Order A-14-01 and forward the matter of the ACTA LLC Annexation to the Junction City City Council with a recommendation for approval.

EXHIBITS

Staff Report for A-14-01

- I Junction City Comprehensive Plan Map
- II Application Materials including TIA
- III Referral Comments
- IV Public Hearing Notice and Comment Received
- V Proposed Planning Commission Final Order (A-14-01) Annexation, ACTA LLC

FOR MORE INFORMATION

Staff Contact: Jordan Cogburn
Telephone: 541-998-2153
Staff E-Mail: JCPlanning@ci.junction-city.or.us

**STAFF REPORT
JUNCTION CITY PLANNING COMMISSION
ANNEXATION (A-14-01)**

Application Submitted: April 23rd, 2014
Application Complete: May 21st, 2014
Referrals Sent: July 17th, 2014
Public Notices Mailed: August 4th, 2014
Notices Posted on Website: August 5, 2014
Notice Posted at City Hall: August 5, 2014
Staff Report Date: August 7th, 2014
Planning Commission: August, 19th, 2014
Concurrent Applications: RZ-14-01 (Reone) and AMD-14-01 (Zoning Text Amendment)

Referrals:

- Junction City Administrator
- Junction City Public Works Director
- Junction City Police
- Junction City, City Recorder
- Junction City Building Official
- Junction City Rural Fire Protection District
- Junction City School District
- Junction City Water Control District
- Lane County Transportation
- Lane County Land Management
- Lane Council of Governments (LCOG)
- Lane County Surveyors
- Lane County Clerk
- ODOT – Region 5
- Oregon Division of State Lands
- Verizon / MCI
- Century Link Engineering
- Comcast
- Pacific Power
- Emerald People Utility District (EPUD)
- NW Natural
- Lane Transit District

BASIC DATA

Property Owner Representative: Law Office of Bill Kloos, PC
375 W. 4th Avenue, Suite 204
Eugene, OR 97401

Property Owners: ACTA, LLC
PO Box 279, 20 Hwy 99S

Junction City, Oregon 97448

Location: Highway 99, backs to Prairie Road, south of David Lane

Assessors Map and Tax Lots: Map 16-04-05-32 TL 00500, 00509, 00900, 01000, 01001, 01002, 01004, and 01006

Area: 13.28 Total

Lane County Zoning: Rural Residential (RR5), Commercial (C3), Commercial Airport Safety (CAS)

Junction City Zoning: Proposed: General Commercial (GC) for TL: 900, 1000, 1001, 1006; Duplex Residential (R2) TL: 500, 1002, 1004; and Single Family Residential (R1) TL: 509

Plan Designation(s): Commercial (C) TL: 900, 1000, 1001, 1006; Medium Density Residential (M) TL: 500, 1002, 1004; and Low Density Residential (L) TL: 509

REQUEST

The applicant proposes to annex 13.28 acres of privately owned land to the City of Junction City. The applicant wishes to annex the subject sites to allow use of city services and to plan for future development under city Code. The applicant has also submitted a zone change concurrent with the annexation.

Annexation and a Zone Change are the first steps towards development of the site. Prior to development, ACTA, LLC will be required to complete a Transportation Impact Analysis (TIA) for review and approval by ODOT and Lane County. A Development Review application is also required to be submitted prior to development. After the Development Review application has been approved, building permits may be submitted. All public and private improvements occur after Development Review approval has been issued by the City and prior to building permits and building occupancy.

BACKGROUND

The subject property was recently included in the City's Urban Growth Boundary expansion adopted by City Council September 18, 2012 (Ordinance 1212) and approved by DLCDC August 9, 2013 (Order # 001840).

The property is designated Commercial, Low Density and Medium Density Residential on the City's Comprehensive Plan Map. The property consists of several contiguous tax lots under the same ownership located east of Prairie Road, south of David Lane and west of Hwy 99 South. The private commercially zoned land is currently used as an RV Sales and Service Facility.

The annexation will be made contiguous with the City limits by the proposed properties adjacent to Highway 99 South. After annexation, the City limits and the Urban Growth Boundary will be co-terminus to the west at Prairie Road.

Transportation Issue

Tax lots 00500 and 01002 have frontage on Prairie Road. Tax lots 00500 and 00509 have frontage on David Lane. Tax lots 00900, 01000, 01001, and 01006 have frontage on Highway 99S. Prairie Road is a County maintained road, adjacent to the subject property, and is functionally classified as a rural Major Collector. For rural Collectors, the minimum right-of-way width for development setback purposes is 80 feet. David Lane is a Local Access Road (LAR), and has a minimum of 50 feet for development setback purposes. Highway 99S is a State of Oregon facility subject to the jurisdiction of the Oregon Department of Transportation.

Lane County Transportation provided comments on the proposed annexation (see County referral comments as Exhibit III attached to this staff report). Impacts to Prairie Road and Hwy 99 will be identified in the submitted TIA that is required to comply with the Transportation Planning Rule (TPR) and State and County transportation planning requirements. All transportation related improvements will be addressed during the Development Review application process and the required improvements to mitigate impact to the State and County system will be required to be built prior to building occupancy.

Water and Sewer Issues

According to the City Public Works Director, the City currently has adequate water and sewer capacity to serve the subject site. Water and sewer lines extend along the western boundary of the subject site at Prairie Road.

Since a development plan was not submitted with the annexation proposal exact, water and sewer demand is not known and the necessary findings for required improvements cannot be made. Therefore, the City Public Works Director recommends that the annexation request be conditioned, which limits development of the property until such time that it can be demonstrated that adequate water supply, as well as adequate sewer treatment and disposal capacity, is in place or will be provided concurrently with the development of the property. This condition is addressed in the proposed findings of fact and the required Annexation Agreement between ACTA, and the City.

Stormwater Issues

The Junction City Water Control District is on record with the city regarding its position on storm water drainage into the district's system of ditches. The Junction City Water Control District has jurisdiction of water control channels that eventually drain the entire area west of River Road and east of the Long Tom River. A referral request for comments was sent to the Junction City Water Control District on July 17, 2014, they had no comments.

Annexation Agreement

An Annexation Agreement is required to be signed by the applicant as a condition of annexation approval. The purpose of the agreement is to memorialize the property owner's, and the City's commitment and agreement as to the allocation of financial responsibilities for public facilities and services for the property and other users of the facilities, sufficient to meet the City's requirements for the provision of key urban services necessary for City approval of the

annexation request. The Annexation Agreement does not obligate the City to be financially responsible for the provision of urban services for the property.

SUBMITTAL REQUIREMENTS

The applicant has submitted all of the information required per Junction City Municipal Code, Chapter 17.165, Annexation, Withdrawals and Extraterritorial Extensions, and Ordinance 1182.

AUTHORIZATION FOR APPROVAL

Annexation applications are being reviewed and approved by City of Junction City, City Council through the Type IV—Legislative review process as defined in 17.150.070 (A)((4) of the Junction City Municipal Code. Annexation applications are required to have a minimum of two public hearings, one before the Planning Commission and one before the City Council. Public hearings are required to be held in accordance with the procedures specified in 17.150.090 of the Junction City Municipal Code.

Junction City Municipal Code Chapter 17.165.

Annexation Initiation. An annexation application may be initiated by City Council resolution, or by written consents from electors and/or property owners as provided for in this Section.

The annexation application was initiated by the property owner. There are no electors on the subject site.

APPROVAL CRITERIA

Section 17.165.110 (7) (A)-(D) Criteria. *An annexation application may be approved only if the City Council finds that the proposal conforms to the following criteria:*

- “(A) The affected territory proposed to be annexed is within the City’s urban growth boundary, and is;
 - 1. Contiguous to the City limits; or
 - 2. Separated from the City only by a public right-of-way or a stream, lake or other body of water;*
- (B) The proposed annexation is consistent with applicable policies in the City of Junction City Comprehensive Plan and in any applicable refinement plans;*
- (C) The proposed annexation will result in a boundary in which key services can be provided;*
- (C) A signed Annexation Agreement to resolve fiscal impacts upon the City caused by the proposed annexation shall be provided. The Annexation Agreement shall address, at a minimum, connection to and extension of public facilities and services. Connection to public facilities and services shall be at the discretion of the City, unless otherwise required by ORS. Where public facilities and services are available and can be extended, the applicant shall be required to do so.”*

The proposed Planning Commission Final Order A-14-01 includes findings of fact and conditions of approval for the Annexation addressing each of the criteria of approval listed above. The proposed Final Order is attached as Exhibit VI to this staff report.

AGENCY COMMENTS

Daniel Ingram, Lane County Transportation Planning. See attached letter of Agency Referral Comments in Exhibit II.

Lane County Transportation states: “As mentioned in our June 27, 2014 e-mail on the subject, and following our meeting at Junction City Hall on June 20, 2014, Lane County strongly encourages Junction City to annex that portion of Prairie Road adjacent to the currently proposed annexation. The mere act of annexing the road section does not change jurisdiction of the road section, however, annexation now will provide the opportunity for future jurisdictional transfer when and if such a jurisdictional transfer is desired. Failing to annex this section at this time puts unnecessary difficulties in the potential future jurisdictional transfer. Therefore, Lane County recommends inclusion of that portion of Prairie Road adjacent to Map & Tax Lots 16-04-05-32-00500 and 16-04-05-32-01002 in the current annexation proposal. For informational purposes, future development on this property is subject to the applicable requirements of Lane Code Chapter 15. ”

At this time, Junction City will not be pursuing annexation of the road portions adjacent to the proposed annexation.

The County requests to receive notice of all future plan amendment, zone change, and/or development proposals for the subject property.

No other agency comments were received.

PUBLIC COMMENTS

None received to date.

POSSIBLE ACTIONS BY THE PLANNING COMMISSION

The Commission may:

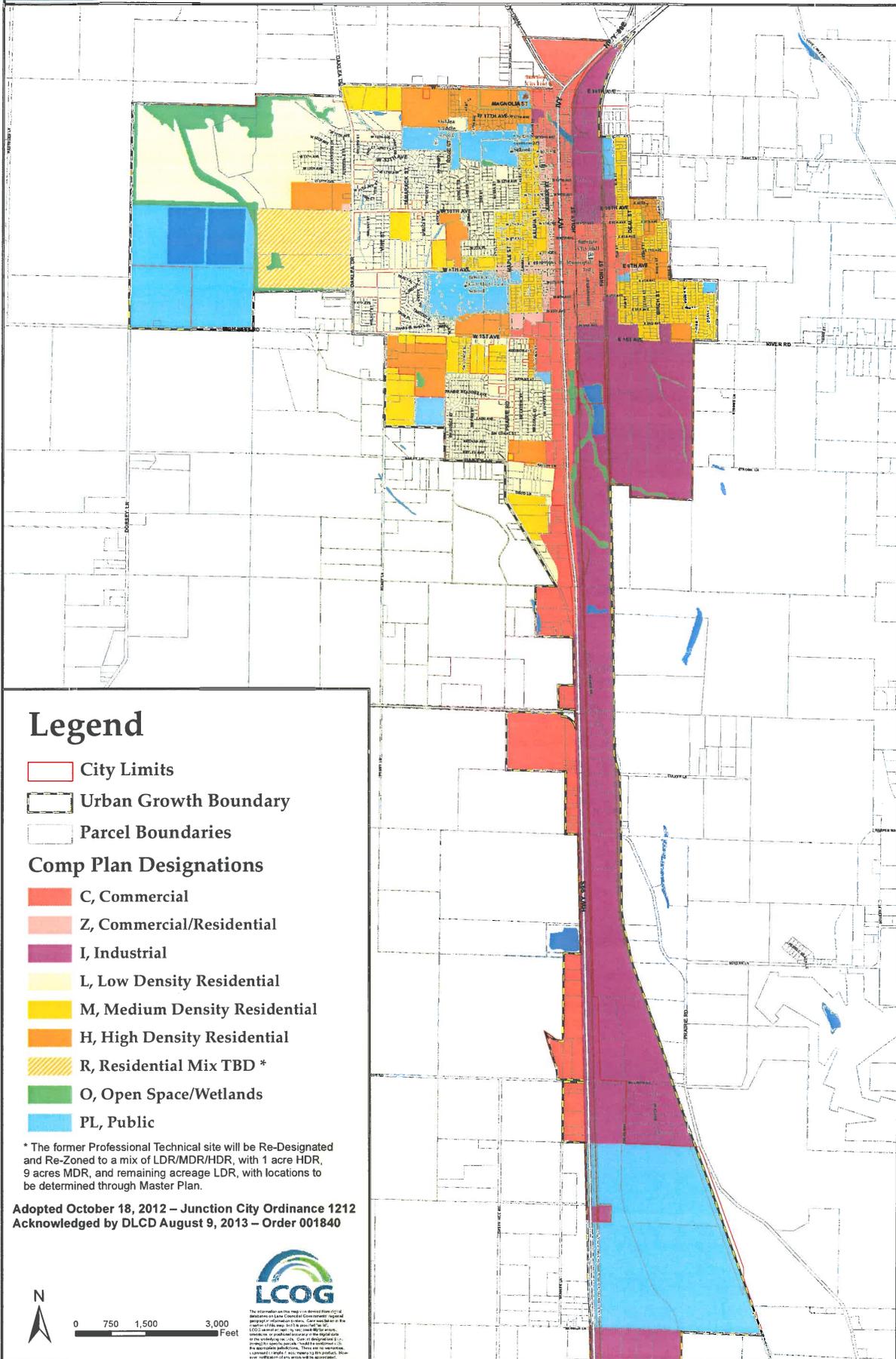
- a. Approve the annexation with the recommended conditions based on findings in the Proposed Final Order.
- b. Approve the annexation with changes to the conditions of approval and/or changes to the findings in the Proposed Final Order.
- c. Deny the annexation with findings supporting the denial.
- d.

EXHIBITS

- I. Map of Annexation Area
- II. Applicant with TIA
- III. Referral Comments
- IV. Public Hearing Notice
- V. Proposed Final Order



Junction City Plan Designations



Legend

- City Limits
- Urban Growth Boundary
- Parcel Boundaries

Comp Plan Designations

- C, Commercial
- Z, Commercial/Residential
- I, Industrial
- L, Low Density Residential
- M, Medium Density Residential
- H, High Density Residential
- R, Residential Mix TBD *
- O, Open Space/Wetlands
- PL, Public

* The former Professional Technical site will be Re-Designated and Re-Zoned to a mix of LDR/MDR/HDR, with 1 acre HDR, 9 acres MDR, and remaining acreage LDR, with locations to be determined through Master Plan.

Adopted October 18, 2012 – Junction City Ordinance 1212
 Acknowledged by DLCD August 9, 2013 – Order 001840



0 750 1,500 3,000 Feet



The information on this map is derived from LCOG data as of June 30, 2013. LCOG is not responsible for any errors or omissions in the data. LCOG is not responsible for any errors or omissions in the data. LCOG is not responsible for any errors or omissions in the data. LCOG is not responsible for any errors or omissions in the data.

Exhibit II

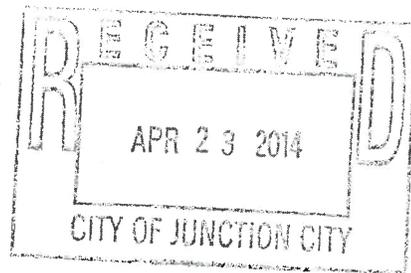
LAW OFFICE OF BILL KLOOS, PC

OREGON LAND USE LAW

375 W. 4TH STREET, SUITE 204
EUGENE, OR 97401
TEL (541) 912-5280
FAX (541) 343-8702
E-MAIL NKLINGENSMITH@LANDUSEOREGON.COM

April 22, 2014

Junction City Planning Department
680 Greenwood Street
P.O. Box 250
Junction City, OR 97448



Re: Annexation application for Ivory, LLC

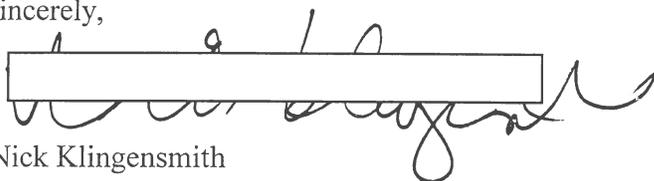
Dear Junction City:

Please find attached an annexation application and supporting documents for property owned by ACTA LLC. In addition, please find attached a check for the application fee. We will also be submitting an application for zoning and legislative amendment, and we request that these applications be processed concurrently.

The applicant understands you might require additional information after you have had the opportunity to review this application for completeness. We appreciate the assistance you have provided us up to this point in the process, and we are enthusiastic to move this application forward.

Please contact me with any questions.

Sincerely,


Nick Klingensmith

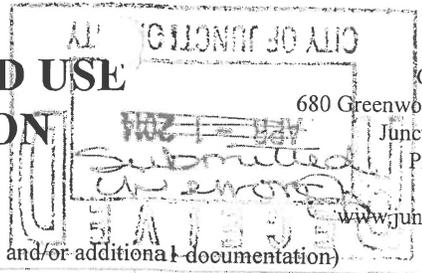


4-23-14

APR 23 2014

Submitted

GENERAL LAND USE APPLICATION



City of Junction City
680 Greenwood Ave/PO Box 250
Junction City, OR 97448
Phone: 541-998-2153
Fax: 541-998-3140
www.junctioncityoregon.gov

Type of Application (May require a supplemental application to be attached and/or additional documentation)

<input checked="" type="checkbox"/> Annexation	<input type="checkbox"/> Other:	<input type="checkbox"/> Temporary Use Permit
<input type="checkbox"/> Comprehensive Plan Amendment <input type="checkbox"/> Map <input type="checkbox"/> Text	<input type="checkbox"/> Partition <input type="checkbox"/> Preliminary <input type="checkbox"/> Final	<input type="checkbox"/> Vacation
<input type="checkbox"/> Development Review	<input type="checkbox"/> Subdivision <input type="checkbox"/> Preliminary <input type="checkbox"/> Final	<input type="checkbox"/> Variance <input type="checkbox"/> Major <input type="checkbox"/> Minor

LOCATION OF PROPERTY OR ADDRESS:

SIZE OF PROPERTY(S): 13.28 ac. total (see attached sheet for detail)	ASSESSOR'S MAP AND TAX LOT #: map 16040532; TL 00500, 00509, 00900, 01000, 01001, 01002, 01004, 01006,
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PRESENT USE: RV dealership and related uses	PROPOSED USE: same
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BRIEF SUMMARY OF ACTION REQUESTED:
Annex subject property and apply city zoning to allow use of city services and to open the door for future development under city code.

PROPERTY OWNER: ACTA LLC

ADDRESS: PO Box 279, 20 Hwy 99S, Junction City, OR 97448

APPLICANT'S NAME: Herbert Nill, member

ADDRESS:

PHONE:	E-MAIL:
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CONTACT: Law Office of Bill Kloos

ADDRESS: 375 W. 4th Ave, Suite 204, Eugene, OR 97403

APPLICANT'S NAME:

ADDRESS:

PHONE: 541-343-8596	E-MAIL: billkloos@landuseoregon.com
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ATTACHMENT(S):
 Copy of Deed Other: Narrative addressing annexation criteria

I have the following legal interest in the property (Please check one):
 Owner of Record Lessee Holder of an exclusive Option to Purchase Contract Purchase

Per Resolution 862: All direct costs for contracted city staff shall be charged monthly to the applicant in the amount billed to City. Contracted staff includes, but are not limited to, city engineer, city attorney, building inspector, traffic consultant, wetlands specialist. Direct costs 30 days past due shall be charged 9% interest in addition to the amount billed to the City.

I hereby certify that the foregoing statements and other information attached hereto are true and accurate to the best of my knowledge and belief. I also agree to pay all direct costs associated with processing this land use application.

Owner's Signature:

Date: 3/4/14

[Type text]



CITY OF JUNCTION CITY
680 Greenwood
P.O. Box 250
Junction City, OR 97448
Phone: 541-998-2153
Fax: 541-998-3140
www.junctioncityoregon.gov

FORM 1 CHECKLIST

REQUIRED SUBMITTALS

Please review the following checklist and accompanying instructions. You may also contact the Junction City Planning Department for more information.

- Completed General Land Use Application (Step 2 of Instructions)
- Filing Fee
- Petition/Petition Signature Sheet (Step 3 of Instructions)
- Certification of Ownership and Electors (Step 4 of Instructions)
- Owners and Electors Worksheet
- Supplemental Information Form (Step 5 of Instructions)
- Legal Description (Step 7 of Instructions)
- Cadastral Map (Step 8 of Instructions)
- ORS 222.173 Waiver Form (Step 9 of Instructions)
- ORS 197.352 (Ballot Measure 49) Waiver Form (Step 10 of Instructions)
- Public/Private Utility Plan (Step 11 of Instructions)
- Written Narrative addressing approval criteria as specified below:
 1. The affected territory proposed to be annexed is within the City's urban growth boundary; and is contiguous to the City limits or separated from the City only by a public right-of-way or a stream, lake, or other body of water.
 2. The proposed annexation is consistent with applicable policies in the City of Junction City Comprehensive Plan and in any applicable refinement plans.
 3. The proposed annexation will result in a boundary in which key services can be provided.
 4. A signed Annexation Agreement to resolve fiscal impacts upon the City caused by the proposed annexation shall be provided. The Annexation Agreement shall address, at a minimum, connection to and extension of public facilities and services. Connection to public facilities and services shall be at the discretion of the City, unless otherwise required by ORS. Where public facilities and services are available and can be extended, the applicant shall be required to do so.

Notes:

An application to apply a zoning district consistent with the Comprehensive Plan designation may be applied for concurrently with the annexation application. A separate application form is required.

Withdrawals from special districts may occur concurrently with an annexation proposed by an individual. The City is responsible for the withdrawal process and action.

FORM 3

PETITION/PETITION SIGNATURE SHEET
 Annexation by Individuals

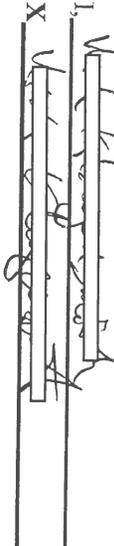
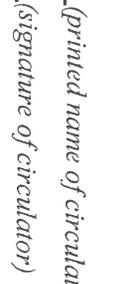
RECEIVED
 APR 03 2014

Lane County
 Assessment & Taxation

We, the following property owners/electors, consent to the annexation of the following territory to the City of Junction City:

Signature	Date Signed m/d/y	Print Name	Residence Address (street, city, zip code)	Map and Tax Lot Number (example: 17-04-03-00-00100)	Land Owner	Reg Voter	Acres (qty)
		ACTA, LLC, by and through its authorized member, Herbert Nill.	PO Box 279 20 Hwy 99S Junction City, OR 97448	16-04-05-32-00500 16-04-05-32-00509 16-04-05-32-00900 16-04-05-32-01000 16-04-05-32-01001 16-04-05-32-01002 16-04-05-32-01004 16-04-05-32-01006	X X X X X X X X		4.12 0.51 0.66 1.58 1.00 3.69 0.07 1.65

Note: With the above signature(s), I am attesting that I have the authority to consent to annexation on my own behalf or on behalf of my firm or agency. (Attach evidence of such authorization when applicable.)

 (printed name of circulator), hereby certify that every person who signed this sheet did so in my presence.
 (signature of circulator)

CERTIFICATION OF OWNERSHIP

The total landowners in the proposed annexation are 8 (qty). This petition reflects that 8 (qty) landowners (or legal representatives) listed on this petition represent a total of 100 (%) of the landowners and 100 (%) of the acres as determined by the map and tax lots attached to the petition. A&T is not responsible for subsequent deed activity that may not yet be reflected on the A&T computerized tax roll.


 Lane County Department of Assessment and Taxation
4-3-14
 Date Certified

CERTIFICATION OF ELECTORS

The total active registered voters in the proposed district annexation are 0. I hereby certify that this petition includes 0 valid signatures representing 100 (%) of the total active registered voters that are registered in the proposed annexation.


 Lane County Clerk or Deputy Signature
4-3-14
 Date Certified

FORM 4
(continued)

SUMMARY

TOTAL NUMBER OF ELECTORS IN THE PROPOSAL	0 (null)
NUMBER OF ELECTORS WHO SIGNED	n/a
PERCENTAGE OF ELECTORS WHO SIGNED	n/a
TOTAL ACREAGE IN PROPOSAL	13.28
ACREAGE SIGNED FOR	13.28
PERCENTAGE OF ACREAGE SIGNED FOR	100%

Application Initiated by *(for an explanation of the initiating methods, refer to Step 4 of the Instructions):*

- A – All Owners/Majority Electors [ORS 222.125]
- B – Majority Owners/Area/Value [ORS 222.170(1)]
- C – Majority Electors/Area [ORS 222.170(2)]

LCOG: L:\BC\BCHANGE TRANSITION\APPLICATION FORMS\JUNCTION CITY\FORM 4 WORKSHEET +10 JC.DOC
Last Saved: December 7, 2012

FORM 5

SUPPLEMENTAL INFORMATION FORM

(Complete all the following questions and provide all the requested information. Attach any responses that require additional space, restating the question or request for information on additional sheets.)

Contact Person: Marty Nill

E-mail: marty.nill@guaranty.com

Supply the following information regarding the annexation area.

- Estimated Population (at present): 0
- Number of Existing Residential Units: 1
- Other Uses: RV dealership, undeveloped
- Land Area: 13.28 total acres
- Existing Plan Designation(s): Commercial, Medium-Density Residential, and Low Density Residential
- Existing Zoning(s): County C-3 and RR-5
- Existing Land Use(s): RV dealership, undeveloped
- Applicable Comprehensive Plan(s): Junction City Comprehensive Plan
- Applicable Refinement Plan(s): [N/A]
- Provide evidence that the annexation is consistent with the applicable comprehensive plan(s) and any associated refinement plans. The subject property is within the UGB. The proposed annexation would bring the subject property into the city limits, in accordance with the comprehensive plan. See also applicant's statement in response to JCMC 17.165.110(B) in the attached narrative.
- Are there development plans associated with this proposed annexation?
 - Yes _____ No
 - If yes, describe.
 - [N/A]
- Is the proposed use or development allowed on the property under the current plan designation and zoning? [N/A]
 - Yes _____ No _____

- Indicate whether a change of zoning is required/requested to allow the proposed use or development.

Zone Change requested: Yes X No _____

If requested, proposed Zoning District: TL 900, 1000, 1001, 1006: General Commercial

TL 590: R-1; TL 500, 1002, 1004: R-2.

- Does this application include all contiguous property under the same ownership?

Yes X No _____

If no, state the reasons why all property is not included:

- Check the special districts that provide service to the annexation area:

Junction City RFPD

Junction City Water Control District

Junction City School District

Other _____

Lane Fire Authority

- Names of persons to whom staff notes and notices should be sent, in addition to applicant(s), such as an agent or legal representative.

Law Office of Bill Kloos billkloos@landuseoregon.com nklingensmith@landuseoregon.com

(Name)

(Name)

375 W. 4th Ave. Suite 204

(Address)

(Address)

Eugene, OR 97403

(City)

(Zip)

(City)

(Zip)

(Name)

(Name)

(Address)

(Address)

(City)

(Zip)

(City)

(Zip)

FORM 7

ORS 197.352 BALLOT MEASURE 49 WAIVER FORM

<p>Name of Document for Recording: Covenant of Waiver of Rights and Remedies</p> <p>Grantor:</p> <hr/> <p>Grantee: City of Junction City Consideration: Commencement of Proceedings. Tax Statement to be mailed to: No Change.</p> <p><u>After Recording, Return To:</u> City of Junction City, Attn: City Recorder, P.O. Box 250, Junction City, OR 97448</p>	<p>(For County Recording Use Only)</p>
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Covenant of Waiver of Rights and Remedies

Whereas, ACTA, LLC, hereinafter referred to as "Petitioner/Owner", has petitioned the City of Junction City ("City") to commence an annexation (proceedings) for the following described real property:

[INSERT LEGAL DESCRIPTION]

Whereas, pursuant to the enactment of Ballot Measure 49 (effective December 6, 2007), a property owner may elect to seek just compensation if a public entity enacts one or more land use regulations that restrict the residential use of private real property after the property owner acquired the property; and

Whereas, there is the potential that the Oregon electors or the Oregon Legislature may, in the future, enact further statutory or constitutional amendments relating to compensation for the impact of local regulations upon real property, under certain circumstances; and

Whereas, City does not wish to approve the Petitioner/Owner's requested proceedings if: (1) the result would or could arguably give rise to a later claim by the owner or the owner's successors or assigns for compensation for the land use regulations in effect upon the effective date of the proceedings; or (2) would or could arguably give rise to a right to require the City to waive the City's land use regulations in effect upon the effective date of the proceedings, which are being newly imposed upon the property by reason and result of the proceedings; and

Whereas, Petitioner/Owner seeks to induce the City to proceed with the proceedings and therefore agrees to eliminate any potential claim for compensation or right to seek waiver from the City's land use regulations existing as of the effective date of the proceedings;

Now, therefore, the undersigned Petitioner/Owner warrants that the individual(s) executing this Covenant holds the full and complete present ownership and all interests therein in Property, and hereby agrees and covenants as follows:

1. As inducement to the City to proceed with the Annexation and Rezone proceedings, proceeding(s) affecting the subject real property, which may include designation of the property as subject to additional applicable overlay zones and districts (all inclusively referred to herein as "proceedings"), the undersigned Petitioner/Owner, on behalf of Petitioner/Owner, Petitioner/Owner's heirs, devisees, executors, administrators, successors and assigns, agrees and covenants to the City of Junction City, its officers, agents, employees and assigns that the undersigned hereby remises, waives, releases, forever discharges, and agrees that Petitioner/Owner shall be stopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by any statutory or constitutional regulatory compensation or waiver provisions, including but not limited to Ballot Measure 49 (2007) or otherwise enacted after the date of this proceeding which would create a right of claim for compensation or waiver from city land use regulations that exist upon the effective date of the proceeding and which, by the approval of the proceeding, are then applicable to the property.
2. This waiver and release shall bind the undersigned's heirs, devisees, executors and administrators, successors in interests, and assigns. This covenant, waiver, release and discharge shall run with the land, and this instrument or a memorandum hereof may be recorded in the official records of the County in which the subject real property is located. This instrument may be terminated only by the City of Junction City filing a Notice of Termination of Covenant with the Lane County recorder.
3. If this instrument is given contemporaneous with a consent to future proceedings to be initiated by the City, Petitioner/Owner acknowledges that the proceedings may be initiated by the City of Junction City at any time in the discretion of the City of Junction City and that this waiver and release is applicable to any ordinances adopted prior to the effective date of the proceeding.
4. This document is executed of my own free will and without duress. I, or if more than one, each of us respectively acknowledge that I/we have been advised to obtain legal advice prior to the execution of this document, and that either I, or each of us respectively, have either obtained legal advice or have independently elected not to seek legal advice prior to the execution of this document, recognizing that this document may affect our legal rights and remedies.

DATED this _____ day of _____, 20__.

<p><u>[Signature]</u> (signature)</p> <p>Petitioner Name: <u>Herbert Nill, authorized member of ACTA, LLC</u></p> <p>Date Signed: <u>3/4/14</u></p>	<p>(signature)</p> <p>Petitioner Name: _____</p> <p>Date Signed: _____</p>
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Petitioner (corporation, etc.) Name: ACTA, LLC

By: Herbert Nill, authorized member

Name of Signor: Herbert Nill

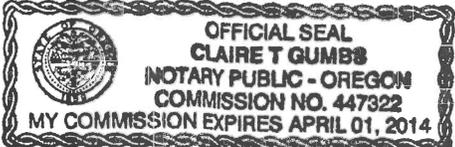
Office/Title of Signor: Authorized member, ACTA, LLC

State of Oregon)
) ss.
County of Lane)

On this 4th day of March, 2014, before me the undersigned Notary Public, personally appeared Herb Nill (name of Petitioner signing; not Notary name).

- personally known to me
- proved to me on the basis of satisfactory evidence
- as managing member or on behalf of the entity therein named, pursuant to authority, and acknowledged to me the execution hereon.**

unknown entry - CB

<p>WITNESS my hand and official seal</p> <p>(Do not write outside of the box)</p> <p>Notary Signature <u>Claire T. Gumb</u></p> <p>My Commission expires <u>April, 2014</u></p> <p>Notary name (legible): <u>Claire T. Gumb</u></p>	<p>Place Notary Seal Below</p> <div style="text-align: center;">  </div>
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This document is accepted pursuant to authority and approved for recording.

City of Junction City, Oregon

David Clyne, City Administrator

State of Oregon)
) ss.
County of Lane)

On this _____ day of _____, 20____, before me the undersigned Notary Public,
personally appeared _____.

- personally known to me
- proved to me on the basis of satisfactory evidence

**To be the person who executed the within instrument as City Administrator or on behalf of the
entity therein named, pursuant to authority, and acknowledged to me the execution hereon.**

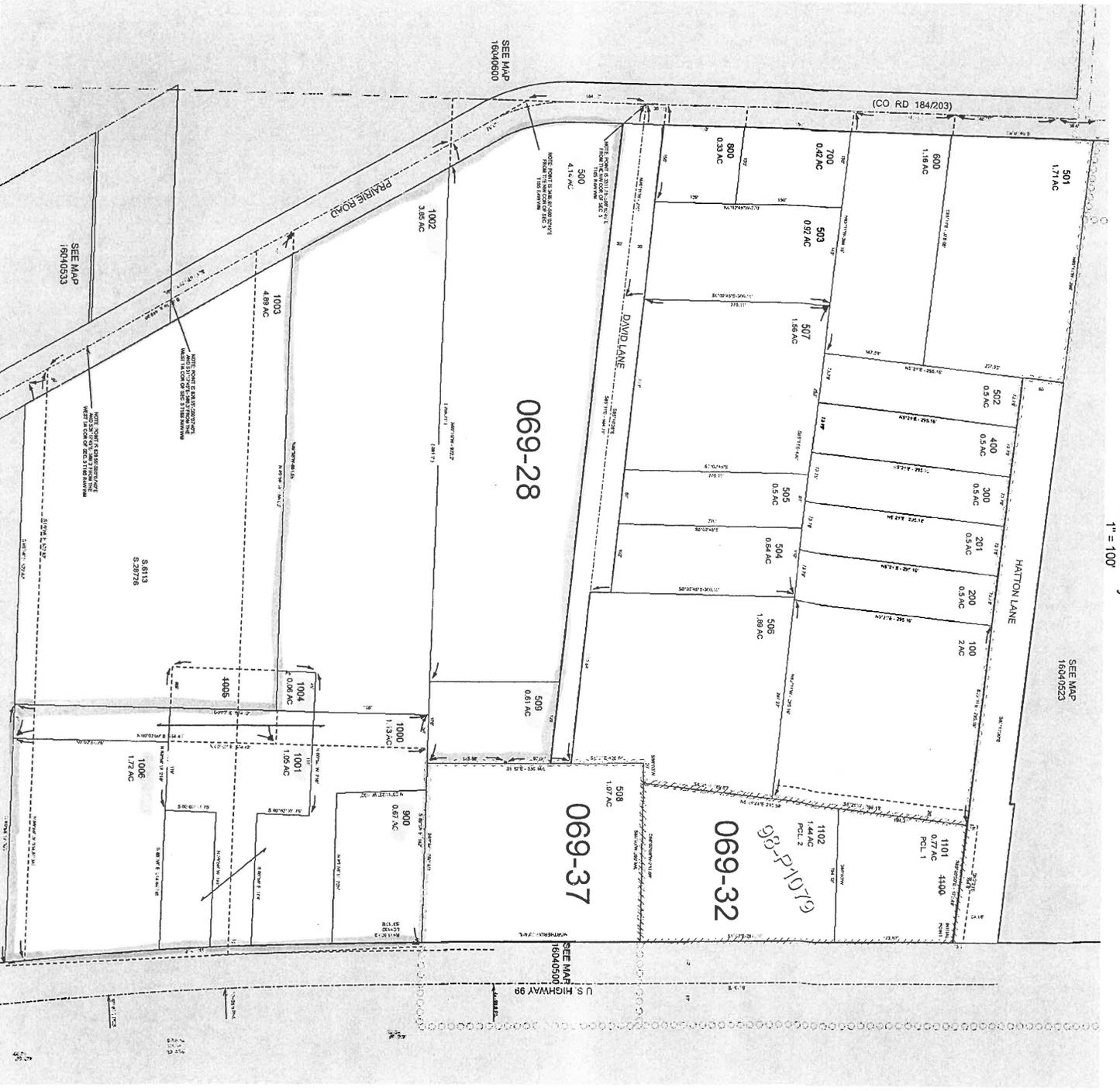
WITNESS my hand and official seal (Do not write outside of the box)	Place Notary Seal Below (Do not place seal over any portion of text or signature)
Notary Signature _____ Notary name (legible): _____	

*LCOG: L:\BC\BCHANGE TRANSITION\APPLICATION FORMS\JUNCTION CITY\FORM 7 ORS 197.352 BALLOT MEASURE 49 WAIVER JC.DOC
Last Saved: December 7, 2012*

N.W.1/4 S.W.1/4 SEC.5 T.16S. R.4W. W.M.
Lane County
1" = 100'

10/20/2008
JUNCTION CITY

GIS DATA
5/30/2008 10:38:35 AM : lsalab
CANCELLED:
1005
1100



SECTION 5, LOT 15, CONVERT MAP TO GIS

JUNCTION CITY
16040532

SUMMARY SHEET
ANNEXATION APPLICATION

SUBJECT PROPERTY: Lane County Tax Map: 16-04-05- 32 taxlots 00500, 00509, 00900, 01000, 01001, 01002, 01004, 01006 (See Image 1, aerial image with subject property highlighted.)

PROPOSAL: Annex subject property

SITE SIZE: 13.28 total acres.
Tax lot 00500 4.12 acres
Tax lot 00509 0.51 acres
Tax lot 00900 0.66 acres
Tax lot 01000 1.58 acres
Tax lot 01001 1.00 acres
Tax lot 01002 3.69 acres
Tax lot 01004 0.07 acres
Tax lot 01006 1.65 acres

COMP PLAN DESIGNATION: Commercial: tax lots 900, 1000, 1001, 1006
Low Density Residential (LDR): tax lot 509
Medium Density Residential (MDR): tax lots 500, 1002, 1004. (See Image 2, detail from Junction City Comprehensive Plan diagram.)

CURRENT ZONING: Split zoned between county RR5 and C3

PROPOSED ZONING: [zoning is being proposed in a separate, parallel application.]

APPLICANT'S REPRESENTATIVE
Law Office of Bill Kloos, PC
375 W. 4th Ave, Suite 204
Eugene, OR 97401
541-343-8596

APPLICANT/PROPERTY OWNER
Guaranty RV (Applicant)
ACTA, LLC (property owner of record)
20 Highway 99 S
Junction City, OR 97448

APPLICANT'S NARRATIVE

1. Overview of proposal:

Guaranty RV is requesting three separate land use decisions. This first decision involves a petition to annex certain property into the City of Junction City. A separate, second application includes a dual request: First, it requests that the appropriate city zoning be applied to the newly-annexed property, consistent with the underlying designations from the Comprehensive Plan. Second, it proposes a legislative amendment that would modify the list of uses that could be approved with a Conditional Use Permit (CUP) in the R-2 "duplex residential" zoning district.

The guiding intent behind this whole "package" of applications is to bring the subject property into the city, which will make it possible to tie into city services, and also to open the door for possible redevelopment opportunities.

The annexation request is governed by the provisions of JCMC 17.165. Both the zone change and the legislative amendment involve amendments to the Junction City land use regulations, and both of these requests would be governed by the provisions of JCMC 17.145 (generally governing amendments).

a. Annexation Request

The applicant requests that the city of Junction City annex the subject property. The subject property is within the city's Urban Growth Boundary (UGB), and is contiguous with the existing city limits. In addition, it is plan-designated for a mixture of Commercial and Residential uses, and the annexation will result in a boundary in which key urban services can be provided.

b. Amendment to Zoning Map

The first proposed amendment would involve amending the zoning map, in order to apply city zoning districts to the subject property, as part of a simultaneous application to annex the subject property into the city. The zoning requested would be consistent with the underlying comprehensive plan designations.

c. Legislative amendment to list of CUP uses in R-2 zone

The second proposed amendment would amend the list of uses that could be approved in the R-2 "duplex residential" zoning district. Guaranty RV proposes that the list of uses that can be approved with a CUP in the R-2 district should include an RV park, but only in situations where very strict locational restrictions are met.

2. Summary of benefits

Clearly, Guaranty RV would benefit by approval of these three proposals. Annexation and application of city zoning would allow Guaranty RV to access important city services (such as

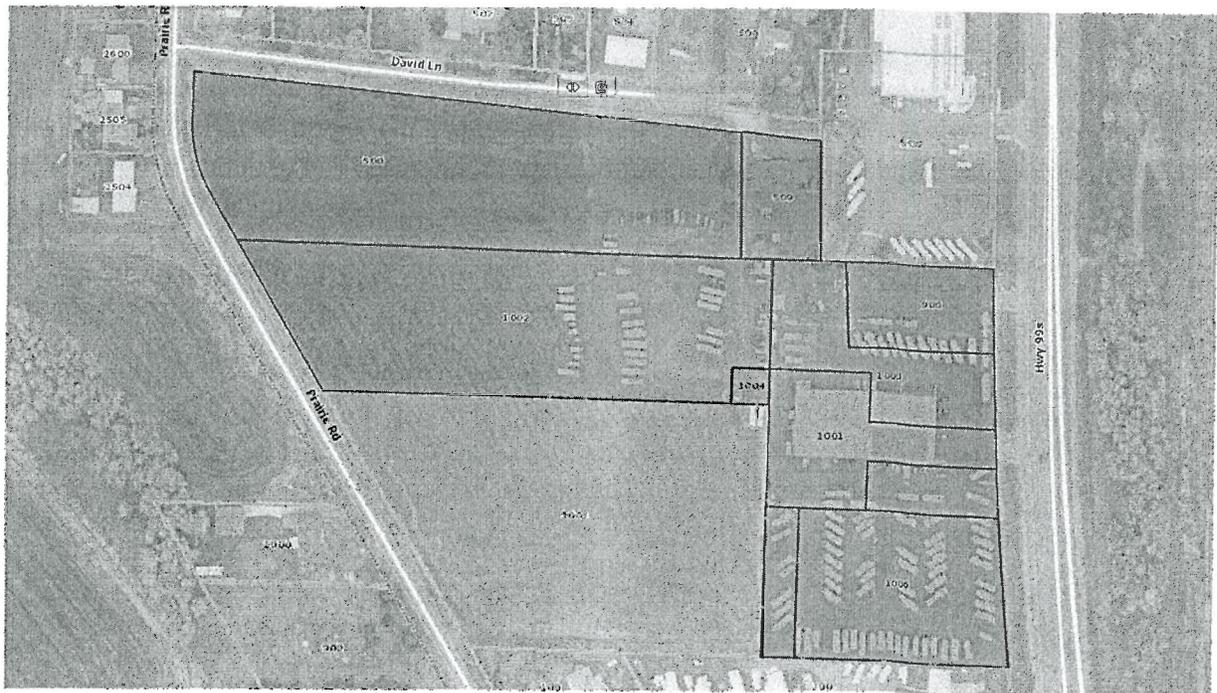
sewer and water) and would also allow future re-development as envisioned by the Comprehensive Plan. Future development will require Guaranty to pay Systems Development Charges and will add to the city's roster of utility ratepayers. The proposed amendment to the list of CUP uses in the R2 district could potentially allow Guaranty RV to develop a use that provides a great synergy with its existing commercial development.

In addition, we believe the city would benefit from these proposals as well, as they would help to provide economic development opportunities in a manner consistent with the growth anticipated by the Comprehensive Plan, while also incorporating safeguards to prevent conflicts with other uses. The RV industry has been an important component of the local economy, and we believe it is primed for a resurgence.

3. Description of subject property

a. Identification of subject property taxlots:

The subject property is comprised of multiple taxlots that are within the Junction City UGB. It includes tax lots 500, 509, 900, 1000, 1001, 1002, 1004 and 1006, all in Township 16 South, Range 4 West, Willamette Meridian, and as depicted in Assessor's Map: 16-04-05-32. These tax lots are shaded purple below.



[Image 1 - aerial image with subject property highlighted]

b. Comprehensive plan designations of subject property:

The western portion is designated Medium-Density Residential. This includes tax lots 500, 1002 and 1004. These three tax lots were re-designated from Low-Density Residential to Medium-Density Residential during the recent Periodic Review.

The eastern portion of the subject property is designated Commercial. This portion includes taxlots 900, 1000, 1001 and 1006.

Tax lot 509 on the north-central portion of the property is designated Low-Density Residential.



[Image 2 - detail from Junction City Comprehensive Plan diagram.]

The comprehensive plan diagram shows a narrow strip of land in the center of the property, lying between the newly-designated Medium-Residential area and the Commercial-designated area appears to be designated Low-Density Residential. This area is depicted as the small sliver of beige, between the yellow MDR area and the pink Commercial area.

Prior to the recent Periodic Review, which included the re-designation of tax lots 500, 1002 and

1004 from LDR to MDR, this entire area west of the Commercially-designated area was LDR. Based on the applicant's research and informal discussions with city staff, there is no apparent basis to conclude that the city intended to leave this narrow remnant of Low-Density Residential land lying between the Community Commercial area and the newly-designated Medium-Density area. After exploring a range of possible explanations, but in the end it seems that this strip of LDR shown on the map is simply an error in the mapping graphics. Planning Staff was very helpful in researching old ordinances and previous versions of the Comprehensive Plan diagram, but was unable to answer with certainty how the boundaries of the Commercial and LDR-designated areas fit within the tax lot boundaries. The 1988 Comprehensive Plan Diagram, which is hand-drawn with ChartPak tape, and is even more "rough around the edges" than the current diagram, does not appear to show that tax lots 1001 and 1001 were split-designated. In addition The RLID database maintained by LCOG lists these four taxlots as simply being Commercially-designated, with no indication of a split-designation.

Therefore, it appears that the Commercial designated tax lots (900, 1000, 1001 and 1006) were originally intended to be designated entirely commercial, and that no residential designation (either LDR or MDR) was ever intended to extend onto these tax lots. Given the nature of the low-resolution and highly pixelated diagram, the most likely explanation is that the original LDR area was drawn too far to the east, so it was shown overlapping the property boundaries to the east. When the recent Periodic Review ordinance changed specific taxlots from LDR to MDR, it neglected to include this overlapping sliver of LDR that had been mapped on the east side of this property line.

Given that this is the most logical explanation, and there is no reason to believe that the city actually intended to leave this small sliver of LDR between the MDR and Commercial designated areas, and given that the graphic quality of the map appears to be low-resolution, the applicant is requesting that the city resolve this ambiguity by affirming this interpretation. By interpreting this as a graphical error stemming from an ambiguous diagram, there is no need for a formal application for a diagram amendment. Essentially, the applicant is requesting the city to agree that the diagram was intended to show the Commercial designation extending to the west side of tax lots 1000 and 1001.

c. Current zoning:

Although the subject property is inside the Junction City UGB, its current zoning designations are derived from county zoning. The western and northwestern portion of the subject property is zoned county RR-5. The eastern portion of the property is zoned county C3.

d. Current conditions and uses of the subject site and abutting property:

The approximately 13.28 acre site is comprised of eight tax lots owned by ACTA, LLC. The taxlots on the eastern portion of the subject property (TLs 900, 1000, 1001, and 1006) are developed in commercial uses – specifically, they are the site of an RV dealership. The main structure on this site houses a showroom and offices associated with the dealership. The western portion of the subject property (TLs 500, 1002 and 1004) is undeveloped, characterized by a

grassy field. One relatively small taxlot on the north (TL 509) is developed with a residential structure. The subject property is bordered by Prairie Rd. on the west and Hwy 99 on the east.

The abutting properties are plan-designated and zoned for a variety of uses. To the north, across David Lane, the predominantly single-family residential neighborhood is within the UGB and is designated as Low Density Residential. However, this area has not annexed into the city, so it retains the county RR-5 zoning. The neighborhood across David Lane is dominated by single-family dwellings.

To the southwest is a vacant lot (TL 1003) and farther south is the Kountry Village mobile home park. These southerly abutting properties are designated a mix of Medium-Density Residential and Commercial, with the Residential portion to the west, along Prairie Rd, and the Commercial portion to the East, along Hwy 99.

4. ANNEXATION REQUEST: applicant's narrative addressing approval standards in Junction City Municipal Code

Introduction: Annexation is governed by statute in Oregon. *See generally*, ORS 222. Junction City adopted Ordinance No. 1182 to comply with the statutory requirements. Ordinance No. 1182 is implemented by Junction City Municipal Code Chapter 17, Section 165, Article II. The code provisions contained in Article II are addressed below. The excerpted code text is presented in *italic typeface*, and each code provision will be followed with a passage labeled **Applicant's response**.

Article II. Annexations

17.165.050 Purpose.

The purpose of this article is to establish procedures relating to the annexation of territory into the city of Junction City and provide a process for the subsequent withdrawal of territory from special districts in accordance with applicable state statutes. [Ord. 1182 § 2(1), 2008.]

Applicant's response: The Applicant understands, and wishes to utilize these procedures in order to annex the subject property into the city of Junction City.

17.165.060 Applicability.

These regulations apply to annexation applications as specified in this section. Other proposals permitted by ORS Chapter 222 shall be processed as provided in ORS Chapter 222. [Ord. 1182 § 2(2), 2008.]

Applicant's response: The Applicant understands that its application is governed by the provisions of this section.

17.165.070 Procedure.

Annexation applications are reviewed under Type IV procedures per JCMC 17.150.070. The planning commission shall forward a written recommendation on the application to the city council based on the approval criteria specified in this article. The city council shall approve proposed annexations and withdrawals by ordinance. [Ord. 1182 § 2(3), 2008.]

Applicant's response: The Applicant understands the Type IV procedure, where the Planning Commission makes a recommendation to the City Council, which makes the final decision on the application.

17.165.080 Annexation initiation.

An annexation application may be initiated by city council resolution, or by written consents from electors and/or property owners as provided for in this article. [Ord. 1182 § 2(4), 2008.]

Applicant's response: This application is initiated with by written consent of the property owner.

17.165.090 Application requirements.

In addition to the provisions specified in other sections of this title, an annexation application shall include the following:

A. A list of all owners, including partial holders of owner interest, within the affected territory, indicating for each owner:

- 1. The affected tax lots, including the township, section and range numbers;*
- 2. The street or site addresses within the affected territory as shown in the Lane County Regional Land Information Database system (RLID);*
- 3. A list of all eligible electors registered at an address within the affected territory; and*
- 4. Signed petitions as required.*

Applicant's response: ACTA LLC is the owner of the subject property. The application package includes the owner information the subject property, the address information, the list of eligible electors (which is not applicable, as there are no registered voters with addresses within the affected territory) and the signed petition, using the city's forms (which are attached to this narrative).

B. Written consents on city-approved petition forms that are:

- 1. Completed and signed, in accordance with ORS 222.125, by:*

a. All of the owners within the affected territory; and

b. Not less than 50 percent of the eligible electors, if any, registered within the affected territory; or

Applicant's response: As noted above, the applicant is the sole owner of the affected territory, and the applicant expressed its consent to annexation using the city-approved forms. There are no electors. Therefore, the forms submitted in support of this application contain the written consent of all of the owners, exceeding the requirement of subsection (a). In addition, this application complies with subsection (b), which only requires consent of 50 percent of electors if there are any, and here there are none. The applicant meets these standards, which are occasionally referred to as the "double majority" method of statutory annexation.

2. Completed and signed, in accordance with ORS 222.170, by:

a. More than half the owners of land in the territory, who also own more than half the land in the contiguous territory and of real property therein representing more than half the assessed value of all real property in the contiguous territory; or

b. A majority of the electors registered in the territory proposed to be annexed and a majority of the owners of more than half the land.

c. Publicly owned rights-of-way can be added to annexations initiated by these two methods without any consents.

Applicant's response: As noted above, the applicant is proceeding under the "double majority" method governed by 17.165.090(B), which is derived from ORS 222.125. However, the application would also comply with this "triple majority" provision (derived from ORS 222.170) because the applicant is the sole owner of all of the affected territory, representing ownership of all of the land, measured both by area and property value.

C. A city council resolution to initiate a boundary change, including but not limited to rights-of-way.

[Not applicable, as this application is owner-initiated.]

D. In lieu of a petition form described in subsection (B) of this section, an owner's consent may be indicated on a previously executed consent to annex form that has not yet expired as specified in ORS 222.173.

[Not applicable, as this application is being initiated with a petition form described in subsection (B).]

E. Verification of property owners form signed by the Lane County department of assessment and taxation.

Applicant's response: the applicant provided this required verification using the city's Form 3, Petition Signature Sheet.

F. A certificate of electors form signed by the Lane County elections voter registration department including the name and address of each elector.

Applicant's response: the applicant provided this required verification using the city's Form 3, Petition Signature Sheet.

G. An ORS 197.352 waiver form signed by each owner within the affected territory.

Applicant's response: the applicant provided this required waiver, using the city's form.

H. A waiver form signed by each owner within the affected territory as allowed by ORS 222.173.

Applicant's response: the applicant provided this required waiver, using the city's form.

I. A legal description of the affected territory proposed for annexation consistent with ORS 308.225 that will include contiguous or adjacent right-of-way to ensure contiguity as required by ORS 222.111.

Applicant's response: the legal descriptions for the subject property are included with the city's forms.

J. A Lane County assessor's cadastral map to scale highlighting the affected territory and its relationship to the city limits.

Applicant's response: the county Assessor's map is attached here. Full scale copies are provided, as well as an 9 1/2" x 11" copy, for convenience.

K. A list of the special districts providing services to the affected territory.

Applicant's response: According to information from Lane County Assessment & Taxation, the subject property is located in Tax Code Area (TCA) 06928. The following entities are listed in those TCAs:

- Emerald Peoples Utility District
- Junction City Rural Fire Protection District
- Junction City School District 69
- Junction City Water Control District
- Lane Community College
- Lane Education Service District

L. A public/private utility plan describing how the proposed affected territory can be served by key facilities and services.

Applicant's response: In general, all of the public utilities necessary to serve this property already exist.

- Water & sanitary sewer supply

Water and sanitary sewer can be provided to the site by the City of Junction City. Water and sanitary sewer lines are installed adjacent to the subject property. A 24" PVC water line runs along the western boundary of the subject property, in the Prairie Rd. Right Of Way. A 24" PVC sanitary sewer trunk line also runs along the Prairie Rd. Right Of Way. Those utility lines have adequate capacity to serve the subject property, although the applicant would be responsible for tying into these public utilities. In addition, Prairie Rd is a county facility, so a county facilities permit would be needed to authorize any utility excavation in the Prairie Rd. right of way.

- Transportation and streets

The subject property is abutted by three public rights-of-way: Hwy 99, Prairie Rd, and David Ln. Access could theoretically be taken from any of these three, but the specific details of future access design can be clarified once specific redevelopment is proposed for the subject property. For purposes of annexation, the subject property is well-served by existing transportation systems.

- Storm drainage

The site contains natural drainageways and other features. There is no City storm drainage system in place at the proposed annexation site. In the future, in the context of a proposal for a specific development, plans will need to be submitted to the City as part of the permitting process for surface water management, such as quality treatment, infiltration, or detention prior to conveyance to ditches or natural drainage ways.

- Other utilities: power – gas

Electric power can be provided to the subject property by Blachly-Lane County Coop Electric Association. Natural Gas service can be provided by North West Natural. The private utilities that will be needed, such as onsite sanitary sewer lines and stormwater system, will be provided when redevelopment is proposed for the subject property. For additional information, see the attached public/private utility plan.

M. A written narrative addressing the proposal's consistency with the approval criteria specified in this article.

Applicant's response: This document and its exhibits constitute the written narrative that

demonstrates the proposal is consistent with the approval criteria in Article II of JCMC 17.165.

N. A completed application in the form provided by the city, accompanied by an application fee as established by council resolution. [Ord. 1198 § 2, 2010; Ord. 1182 § 2(5), 2008.]

Applicant's response: the application form and fee were included with the materials submitted for this application.

17.165.100 Notice.

In addition to the requirements of JCMC 17.150.080, the following are also required for annexations:

A. Mailed Notice. Notice of the annexation application shall be mailed to:

- 1. The applicant, property owner and active electors in the affected territory;*
- 2. Owners and occupants of properties located within 300 feet of the perimeter of the affected territory;*
- 3. Affected special districts and all other public utility providers; and*
- 4. Lane County land management division, Lane County elections, and the Lane County board of commissioners.*

B. Posted Notice. Notice of the public hearing at which an annexation application will be considered shall be posted in four public places in the city for two successive weeks prior to the hearing date. [Ord. 1182 § 2(6), 2008.]

Applicant's response: These provisions provide procedural direction to staff for processing the annexation request, and do not require action or a statement by the Applicant.

17.165.110 Criteria.

An annexation application may be approved only if the city council finds that the proposal conforms to the following criteria:

A. The affected territory proposed to be annexed is within the city's urban growth boundary and is:

- 1. Contiguous to the city limits; or*
- 2. Separated from the city only by a public right-of-way or a stream, lake or other body of water;*

Applicant's response: The proposed annexation area is entirely within the urban growth

boundary (UGB) of Junction City, and is contiguous with the present City limit line, which currently runs along the west side of Hwy 99. This criterion is satisfied.

B. The proposed annexation is consistent with applicable policies in the city of Junction City comprehensive plan and in any applicable refinement plans;

Applicant's response: The subject property is within the city's UGB and is depicted by the comprehensive plan diagram as being designated for a mixture of commercial uses, low-density and medium-density residential uses. The proposed annexation is consistent with the comprehensive plan because it would bring the subject property into the city limits, which is the first step toward the uses that are ultimately planned to be developed. The annexation furthers Junction City's goals for achieving economic development and jobs growth to support the local community. The subject property contains sites suitable for a wide range of future commercial and residential development. The commercial uses will provide employment, tax revenue, and synergy with existing commercial development. In particular, the approval of this annexation request is consistent with Section III of Chapter 4 (the Economic Development Element) of the Junction City Comprehensive Plan. Specifically, that section provides, in relevant part:

“Junction City's community development vision builds from the economic opportunities that are described in the Junction City EOA and economic development strategy as well as Chapter 3 of the Junction City Comprehensive Plan. Broadly, the vision articulates the city's desire to become a complete community. In short, the vision is for Junction City to be a community that has opportunities for people to live, work, and play. Functionally, that means that the City have:

- “- Adequate land for the commercial uses that Junction City will need as the City grows, including providing commercial land to serve neighborhoods and businesses on the southern side of Junction City and in the surrounding rural communities that rely upon Junction City for their day-to-day service needs;
- “- Adequate employment opportunities that sustain the population and maintain a population/employment ratio that does not result in Junction City being a “bedroom community” to the major employment centers in Lane County;
- “- A range of shopping and services available to meet most everyday needs of Junction City residents, together with those nearby smaller communities and rural areas, such as (but not limited to) a full-service grocery stores, department store, home improvement store, other large format retail stores, personal services (e.g., a branch bank or beauty salon), restaurants, food and clothing stores;”

In addition, the Economic Development Element of the Comprehensive Plan provides the following policies:

“4.1.1 Provide an adequate supply of suitable sites as identified in this chapter and the 2009 EOA to meet long-term employment needs.

“4.1.2 Provide commercial land to meet the site characteristics and site sizes described in the EOA. by: (a) increasing commercial land-use efficiency by promoting infill or redevelopment; (b) bringing new land into the urban growth boundary; (c) through both infill/redevelopment and bringing new land into the urban growth boundary.”

Regarding the portion of the property that is designated as Medium Density Residential and Low Density Residential, annexation is consistent with the comprehensive plan because the comprehensive plan anticipates this land will be developed at some point in the future.

“V. Urbanization

“[...]

“B. residential Land Use

“The City has a mix of residential land densities and types to meet the varying needs for different housing. The City encourages the utilization of existing vacant or partially vacant lots to promote a more compact urban growth form. The City also encourages the compatible integration of different land uses such as single- and multifamily dwellings, and mixed use residential/commercial buildings through the development and use of development standards.”

The taxlots in this subject property that are currently vacant (taxlots 500, 1002 and 1004) were recently redesignated from Low Density Residential to Medium Density Residential, as part of the city’s periodic review. The findings supporting this redesignation indicate that the city plans for a range of more intensive development on these parcels. See, e.g., the conclusion section of Section 5 of the Comprehensive Plan Amendment and UGB findings, which provided:

“The housing needs analysis identified a deficit of 16 acres of land in the medium-density residential plan designation for housing and small or no surplus in the low- and high-density plan designations.”

Annexation of the subject property is a necessary first step toward the ultimate development envisioned by the Junction City Comprehensive Plan. The annexation application is therefore consistent with this approval standard.

C. The proposed annexation will result in a boundary in which key services can be provided;

Applicant’s response: As discussed above in regard to 17.165.090(L), all of the key services already exist or can easily be provided to the subject property. The applicant’s response provided above in regard to section (L) is incorporated here. In summary, the property already

abuts the key transportation facilities of Hwy 99 and Prairie Rd. The sewer and water lines already run along the east boundary of the property. Stormwater management (such as onsite-treatment, onsite-infiltration, detention, and discharge to drainage ditches) can be included in proposals for future development. Electrical, gas, and telephone already exist nearby and can all readily be provided by the utility companies that serve this area. After annexation, the subject property will be in a position to subscribe to these public services, which will also require the applicant to pay applicable SDCs and utility rates.

D. A signed annexation agreement to resolve fiscal impacts upon the city caused by the proposed annexation shall be provided. The annexation agreement shall address, at a minimum, connection to and extension of public facilities and services. Connection to public facilities and services shall be at the discretion of the city, unless otherwise required by ORS. Where public facilities and services are available and can be extended, the applicant shall be required to do so. [Ord. 1182 § 2(7), 2008.]

Applicant's response: The applicant is willing to sign an annexation agreement. The annexation itself will not impose fiscal impacts on the city, as no public facilities (including transportation, sewer, water, stormwater, etc.) will be needed at the time of annexation. Until the subject property is developed, no new facilities will be needed to accommodate the current use of the subject property. The commercial portion of the subject property will continue to be used in a commercial capacity, while the applicant is not yet certain on its plans for the portion of the property that is designated Medium Density Residential. When a development application is submitted, the applicant will tie into existing and available public facilities, and will pay utility rates. When the applicant pulls building permits, it will contribute to the necessary SDCs. See also the attached Public/Private Utilities Plan.

17.165.120 Application of zoning districts.

Application to apply a zoning district consistent with the comprehensive plan designation may be applied for concurrently with the annexation application. Chapter 17.145 JCMC, Amendments, also applies. [Ord. 1182 § 2(8), 2008.]

Applicant's response: Concurrently with this annexation application, the applicant is submitting a request to have city zoning applied to the subject property. This will require an amendment to the city's zoning diagram. The portion of this application that requests city zoning addresses the provisions of JCMC 17.145.

NOTE: the provisions of JCMC 17.165.130 through JCMC 17.165.150 are not addressed here, as they are not relevant to the current application. They cover subjects such as: "Effective date – Filing of approved annexation – Notice" and "Withdrawals authorized by ORS 222.510 through 222.580" and "Appeals."

PUBLIC/PRIVATE UTILITY PLAN

The developed portions of the subject property are currently served by utilities at a level adequate to support the existing land use. Most of these existing utilities will remain adequate

after annexation, with the notable exception of sanitary sewer service.

Sanitary sewer – After annexation, and as part of any future development, the subject property will discontinue use of its septic system, and will tie into the city’s sanitary sewer system. During pre-application discussions with Junction City Public Works, it appeared that the entire property could be served by installation of a private collection system that would tap into the sewer trunk line that currently runs on the west side of Prairie Rd. Given that Prairie Rd. is a county facility, and that the trunk line is fairly deeply-buried in that location (approximately 20-feet below grade) the procedure for connecting the subject property to the city sewer system will require coordination between all relevant agencies (including a facilities permit from Lane County) and careful excavation. The question of whether the sewage system has capacity to serve the subject property (including pipe capacity and treatment plant capacity) will have to be addressed at the time the subject property proposes to tie into the sewer service. If the sewage system capacity is unable to support the proposed connection at that time, the applicant may have to pay for capacity upgrades to the system, or defer connection until the system capacity is increased to accommodate the connection.

Water – Junction City has a 24” water main that runs adjacent to the subject property in the Prairie Rd. Right of Way, to the west. That Right Of Way is adjacent to the subject property. This water line can be extended to serve the subject property, and it has capacity to do so. If the water system does not have capacity to support the proposed connection to the subject property at the time the connection is proposed, the applicant may have to pay for capacity upgrades to the system, or defer connection until the system capacity is increased to accommodate the connection.

Electric – Emerald People’s Utility District provides electric service to the area. The developed portions of the subject property are currently served with electricity. When the vacant portions of the subject property are developed, electricity can either be provided via the utility lines that exist along Prairie Rd, or by extending electric utilities across the developed portion of the subject property to the north and east.

Transportation – the annexation request itself will not lead to any changes in the traffic currently being generated by the subject property. As part of the zone change application being submitted concurrently with this annexation application, the applicant addresses the Transportation Planning Rule. For purposes of future development, it seems likely that an internal circulation plan will be required onsite. For the purposes of this annexation application, the fact that the subject property is adjacent to both Hwy 99 and Prairie Rd. indicates that public facilities already exist to serve the subject property’s transportation needs when those needs arise. Hwy 99 is a facility under ODOT’s jurisdiction, while Prairie Rd. is a county facility. Any new development that might generate additional trips, or that might require additional access points (such as a possible curb-cut off of Prairie Rd.) would require consultation and approval with the relevant agencies.

PROPOSED CONCLUSION: The proposed annexation to the City of Junction City complies

with the code provisions governing annexations, and should be approved.

15-
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20-

9859514

Ted Douglas Young and Carol Joan Young, Trustees in trust, under the Young Living Trust, dated June 3, 1996

conveys and warrants to

, Grantor,

ACTA, Ltd.

the following described real property situated in Lane County Oregon free of encumbrances except as specifically set forth herein, to-wit:

, Grantee,

Exhibit "A" Attached

3792JUL.28'98H06REC 15.00
3792JUL.28'98H06PFUND 10.00
3792JUL.28'98H06&T FUND 20.00

This conveyance is subject to and excepts. Rights of the public, easements, covenants, and conditions of record.

The true consideration for this conveyance is \$200,000.00 paid to a qualified intermediary as part of an IRC 1031 tax deferred exchange.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930."

Dated: June 26, 1998

Ted Douglas Young
Ted Douglas Young, Trustee
Carol Joan Young
Carol Joan Young, Trustee

STATE OF Oregon)

County of Lane) ss.

This instrument was acknowledged before me on June 26, 1998 by Ted Douglas Young and Carol Joan Young, Trustees in trust, under the Young Living Trust, dated June 3, 1996



B. J. Fisher
Notary Public for Oregon
My commission expires: 6-28-99

Until a change is requested, all tax statements shall be sent to the following address:
PO box 279, Junction City, Oregon 97448

After recording return to: Western Pioneer Title Co., P.O. Box 10146, Eugene, Oregon 97440

9859514

[legal description for
TL 500, 1002, 1004]

Beginning 3,311.75 feet South $0^{\circ} 02' 45''$ East from the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian in Lane County, Oregon, said place of beginning being referenced by the quarter corner on the West line of said Section 5, which bears North $0^{\circ} 02' 45''$ West therefrom; thence South $85^{\circ} 11'$ East along the centerline of David Lane 983.85 feet to a point which bears South $88^{\circ} 03'$ West 322.0 feet from the centerline of Pacific Highway No. 99; thence South $1^{\circ} 57'$ East parallel with said centerline 97.04 feet to a point which bears South $88^{\circ} 03'$ West 322.00 feet from highway centerline station 49+88.8 P.S.; thence South $2^{\circ} 00' 18''$ East 115.96 feet; thence North $89^{\circ} 58'$ West 30.0 feet; thence South $0^{\circ} 02'$ West 220.0 feet; thence North $89^{\circ} 58'$ West 756.55 feet to the centerline of County Road No. 203, known as Prairie Road; thence North $31^{\circ} 16'$ West along said centerline 387.09 feet; thence continuing along said centerline North $0^{\circ} 02' 45''$ West 184.16 feet to the place of beginning in Lane County, Oregon.

EXCEPT THEREFROM: Commencing at a point in the center of County Road No. 203, known as Prairie Road 3881.7 feet South and 235.7 feet East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian in Lane County, Oregon, said point of commencement referenced by a $3/4$ inch iron pipe bearing South $89^{\circ} 58'$ East 35.11 feet therefrom; thence South $89^{\circ} 58'$ East 671.03 feet; thence North 112.40 feet to a $1/2$ inch iron rod for the PLACE OF BEGINNING; thence South $89^{\circ} 58'$ East 165 feet to a $1/2$ inch iron rod; thence South $0^{\circ} 02'$ West 75.00 feet to a $1/2$ inch iron rod which bears North $89^{\circ} 58'$ West 190.00 feet and North $0^{\circ} 02'$ East 38.02 feet from a $5/8$ inch iron rod set in the Westerly line of the Pacific Highway as a reference to centerline station 53+88.8 P.S.C.; thence South $89^{\circ} 58'$ East 188 feet to the Westerly right of way of said highway; thence Southerly along said right of way line to a point 60.00 feet, normal measurement, South of the last mentioned course; thence North $89^{\circ} 58'$ West 191.00 feet to a $1/2$ inch iron rod which bears North $89^{\circ} 58'$ West 190.00 feet and South $0^{\circ} 02'$ West 21.98 feet from the $5/8$ inch iron rod referencing said centerline station 53+88.8 P.S.C.; thence South $0^{\circ} 02'$ West 75.00 feet to a $1/2$ inch iron rod; thence North $89^{\circ} 58'$ West 165 feet to a $1/2$ inch iron rod; thence North $0^{\circ} 02'$ East 210.00 feet to the place of beginning, in Lane County, Oregon.

ALSO EXCEPT THEREFROM: Beginning at a point which is 3606.7 feet South, 68.5 feet East and 841.7 feet South $89^{\circ} 58'$ East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian; thence South $89^{\circ} 58'$ East 117 feet; thence South $3^{\circ} 10' 25''$ East 130.0 feet; thence South $89^{\circ} 58'$ East 225.0 feet to the West line of the Pacific Highway; thence South $1^{\circ} 54' 14''$ East 110.27 feet along the long chord of an offset spiral curve; thence North $89^{\circ} 58'$ West 188.0 feet; thence North $0^{\circ} 02'$ East 75.0 feet; thence North $89^{\circ} 58'$ West 165.0 feet; thence North $0^{\circ} 02'$ East 165.0 feet to the point of beginning, in Lane County, Oregon.

Continued

9859514

Our No. 145938-R

EXHIBIT "A", continued

ALSO EXCEPT THEREFROM: Beginning at a point in the center of Prairie Road, South 00° 0;7' East 3311.75 feet from the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian, Lane County, Oregon; thence South 85° 10' 28" along the center of David Lane, 848.76 feet; thence South 01° 46' 53" East 30; .20 feet to a 5/8 inch iron rod on the Southerly line of David Lane, said point begin the True Point of Beginning; running thence South 01° 45' 53" East 194.05 feet to a 5/8 inch iron rod; thence South 89° 58' East 54.15 feet to an iron rod; thence South 89° 58' East 80.85 feet, more or less, to the Southwest corner of the Hansey property described in Deed recorded December 15, 1976, Reception No. 76-66138, Official Records of Lane County, Oregon; thence North 01° 00' 18" West along the West line of said Hansey tract 115.96 feet; thence North 01° 57' West 66.83 feet to the South line of David Lane; thence North 85° 10' 28" West along the South line of David Lane to the True Point of Beginning, in Lane County, Oregon.

State of Oregon
County of Lane — ss.
I, the County Clerk, in and for the said
County, do hereby certify that the within
instrument was received for record at

'98 JUL 28 AM 11:41

Reel **2446R**
Lane County OFFICIAL Records
Lane County Clerk

By: Denil S. Luskay
County Clerk

12-3-99

WPTCO 157171
16 04 05 32 509-801/1266087

2611

99098089

Deed

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MISCHELE A. RUE & DOUGLAS D. RUE, wife and husband, Grantors, convey and warrant to ACTA LIMITED PARTNERSHIP, Grantee, all that real property situated in Lane County, Oregon, described as follows, to-wit:

"That real property as is described on Exhibit "A" which is attached hereto and made a part hereof."

and covenants that Grantors are the owners of the above-described property free of all encumbrances, except for and subject to the following:

1. Rights of the public in streets, roads and highways.
2. Easement for road purpose over the Northerly 30.0 feet as disclosed by numerous documents of record.

The true and actual consideration for this conveyance in terms of dollars is \$185,000.00.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

DATED this 22 day of DECEMBER, 1999

Mischele A. Rue
Mischele A. Rue

Douglas D. Rue
Douglas D. Rue

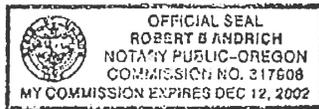
STATE OF OREGON)
) ss.
County of Lane)

DECEMBER 2, 1999

Personally appeared before me the above-named MISCHELE A. RUE & DOUGLAS D. RUE and acknowledged the foregoing instrument to be their voluntary act and deed.

Robert B. Andrigh

Notary Public for Oregon
My Commission Expires: 12.12.02



Until a change is requested mail tax statements to the following address:

ACTA Limited Partnership
20 Highway 99 S
Junction City, OR 97448

After recording, please return to:
Western Pioneer Title Co.
P.O. Box 10146
Eugene, OR 97440-2146

4254DEC.03'99H05REC 10.00
4254DEC.03'99H05PFUND 10.00
4254DEC.03'99H05A&T FUND 20.00

99098089

[legal description for TL 509]

EXHIBIT "A"

Beginning at a point in the center of Prairie Road, South 00° 07' East 3311.75 feet from the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian, Lane County, Oregon; thence South 85° 10' 28" East along the center of David Lane 848.76 feet; thence South 01° 46' 53" East 30.20 feet to a 5/8 inch iron rod on the Southerly line of David Lane, said point being the true point of beginning; running thence South 01° 46' 53" East 194.05 feet to a 5/8 inch iron rod; thence South 89° 58' East 54.15 feet to an iron rod; thence South 89° 58' East 80.85 feet, more or less, to the Southwest corner of the Hansey property described in Deed recorded December 15, 1976, Reception No. 76-66138, Lane County Oregon Official Records; thence North 02° 00' 18" West along the West line of said Hansey tract 115.96 feet; thence North 01° 57' West 66.83 feet to the South line of David Lane; thence North 85° 10' 28" West along the South line of David Lane to the true point of beginning, in Lane County, Oregon.

State of Oregon
 County of Lane — ss.
 I, the County Clerk, in and for the said
 County, do hereby certify that the within
 instrument was received for record at

'99DEC 3AM11:29

Reel 2611R

Lane County OFFICIAL Records
 Lane County Clerk

By: Donal S. Sechar
 County Clerk

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9463901

LEE JOINT VENTURE, A PARTNERSHIP COMPOSED OF ROBERT B. LEE TERRY N. LEE RONALD E. LEE

conveys and warrants to ACTA, LTD.

Grantor,

the following described real property situated in LANE County OR free of encumbrances except as specifically set forth herein, to-wit:

Grantee,

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

38726P.0114401REC 15.00
38726P.0114401REC 13.00
38726P.0114401REC 10.00

This conveyance is subject to and excepts: RIGHTS OF THE PUBLIC IN STREETS, ROADS AND HIGHWAYS, COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS OF RECORD AND SUBJECT TO 1994-5 REAL PROPERTY TAXES, A LIEN NOT YET PAYABLE.

The true consideration for this conveyance is \$ 981,740.00

"THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930."

Dated: 08/31/94

LEE JOINT VENTURE, A PARTNERSHIP

By: [Signature]
ROBERT B. LEE, partner

By: [Signature]
TERRY N. LEE, partner

By: [Signature]
RONALD E. LEE, partner

STATE OF Oregon)
County of Lane) ss.

This instrument was acknowledged before me on September 1, 1994 by Robert B. Lee, Terry N. Lee and Ronald E. Lee



[Signature]
Notary Public for Oregon
My commission expires: 6-23-95

Until a change is requested, all tax statements shall be sent to the following address:

PO Box 279, Junction City, Ore 97448

After recording return to: Western Pioneer Title Co., P.O. Box 10146, Eugene, Oregon 97440

9463901

PARCEL I:

Beginning at a point in the center of the County Road No. 203, known as the Prairie Road, 3606.7 feet South and 68.5 feet East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian; thence South 89° 58' East 1183.7 feet to the West right of way line of the Pacific Highway, which point is the true place of beginning; run thence along said highway right of way line along the arc of a 11,509.2 foot radius curve left (the long chord of which bears South 3° 10' East 130 feet) a distance of 130 feet; thence leaving said highway, North 89° 58' West 225 feet; thence North 3° 10' 25" West 130 feet; thence South 89° 58' East 225 feet to the point of beginning, in Lane County, Oregon.

PARCEL II:

Beginning at a point which is 3606.7 feet South, 68.5 feet East and 841.7 feet South 89° 58' East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian; thence South 89° 58' East 117 feet; thence South 3° 10' 25" East 130.0 feet; thence South 89° 58' East 225.0 feet to the West line of the Pacific Highway; thence South 1° 54' 14" East 110.27 feet along the long chord of an offset spiral curve; thence North 89° 58' West 180.0 feet; thence North 0° 02' East 75.0 feet; thence North 89° 58' West 165.0 feet; thence North 0° 02' East 165.0 feet to the point of beginning, in Lane County, Oregon.

ALSO: Beginning at a point on the Westerly right-of-way line of the Pacific Highway which is 4211.34 feet South, 437.22 feet East and 862.60 feet South 89° 58' East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian; thence North 89° 58' West 389.78 feet; thence North 0° 02' East 229.42 feet; thence South 89° 58' East 165.0 feet; thence North 0° 02' East 75.0 feet; thence South 89° 58' East 191.0 feet; thence along the arc of a 11,504.16 foot radius curve (the long chord of which bears South 6° 17' 55" East 306.29 feet to the point of beginning, in Lane County, Oregon.

EXCEPT: Commencing at a point in the center of County Road No. 203, known as Prairie Road, 3881.7 feet South and 235.7 feet East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian in Lane County, Oregon, said point of commencement referenced by a 3/4 inch iron pipe bearing South 89° 54' East 35.11 feet therefrom; thence South 31° 16' West along the centerline of said road 384.90 feet to the Southwest corner of that tract of land recorded in Volume 246, Page 332, Lane County Oregon Deed Records; thence South 89° 54' East along the South line of said tract 522.82 feet to the Southeast boundary of that certain tract conveyed by instrument recorded February 25, 1981, Reel 1122; Reception No. 01-00469, Official Records of Lane County, Oregon, for the Place of Beginning; thence North 0° 02' East along the Easterly line of the Junction City Assembly of God Church tract, a distance of 225 feet; thence South 89° 58' East 314.88 feet, more or less, to the Westerly right of way line of the Pacific Highway; thence Southerly along said right of way line 225 feet, more or less, to a point which bears South 89° 58' East from the place of beginning; thence North 89° 58' West 334.88 feet, more or less, to the place of beginning, in Lane County, Oregon.

Continued

Our No. 117248-M

9463901

EXHIBIT "A" Cont.

PARCEL III:

Commencing at a point in the center of County Road No. 203, known as Prairie Road, 3881.7 feet South and 235.7 feet East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian in Lane County, Oregon, said point of commencement referenced by a 3/4 inch iron pipe bearing South 89° 58' East 35.11 feet therefrom; thence South 89° 58' East 671.03 feet; thence North 112.40 feet to a 1/2 inch iron rod for the Place of Beginning; thence South 89° 58' East 165 feet to a 1/2 inch iron rod; thence South 0° 02' West 75.00 feet to a 1/2 inch iron rod which bears North 89° 58' West 190.00 feet and North 0° 02' East 38.02 feet from a 5/8 inch iron rod set in the Westerly line of the Pacific Highway as a reference to centerline station 53 + 88.8 P.S.C.; thence South 89° 58' East 188 feet to the Westerly right of way of said highway; thence Southerly along said right of way line to a point 60.00 feet, normal measurement, South of the last mentioned course; thence North 89° 58' West 191.00 feet to a 1/2 inch iron rod which bears North 89° 58' West 190.00 feet and South 0° 02' West 21.98 feet from the 5/8 inch iron rod referencing said centerline station 53 + 88.8 P.S.C.; thence South 0° 02' West 75.00 feet to a 1/2 inch iron rod; thence North 89° 58' West 165 feet to a 1/2 inch iron rod; thence North 0° 02' East 210.00 feet to the place of beginning, in Lane County, Oregon.

PARCEL IV:

Commencing at a point in the center of County Road No. 203, known as Prairie Road, 3881.7 feet South and 235.7 feet East of the Northwest corner of Section 5, Township 16 South, Range 4 West of the Willamette Meridian in Lane County, Oregon, said point of commencement referenced by a 3/4 inch iron pipe bearing South 89° 54' East 35.11 feet therefrom; thence South 31° 16' East along the centerline of said road 384.90 feet to the Southwest corner of that tract of land recorded in Volume 246, Page 332, Lane County Oregon Deed Records; thence South 89° 54' East along the South line of said tract 522.82 feet to the Southeast boundary of that certain tract conveyed by instrument recorded February 25, 1981, Reel 1122, Reception No. 81-08469, Official Records of Lane County, Oregon, for the Place of Beginning; thence North 0° 02' East along the Easterly line of the Junction City Assembly of God Church tract, a distance of 225 feet; thence South 89° 58' East 314.88 feet, more or less, to the Westerly right of way line of the Pacific Highway; thence Southerly along said right of way line 225 feet, more or less, to a point which bears South 89° 50' East from the place of beginning; thence North 89° 58' East from the place of beginning; thence North 89° 58' West 334.88 feet, more or less, to the place of beginning, in Lane County, Oregon.

9463901

51027100

9463901

State of Oregon,
County of Lant--ss.

I, the County Clerk, in and for the said
County, do hereby certify that the within
instrument was received for record at

1 SEP 24 1989

Reel 1989R

Lane County OFFICIAL RECORDS
Lane County Clerk

By: _____
County Clerk





Access Engineering LLC

134 E. 13th Ave. Suite 2
Eugene, Oregon 97401

Phone & Fax

541-485-3215

info@accesseng.com

Transportation Engineering

Traffic Design

Trip Generation

Access Management

Traffic Counts

Street Lighting

Guaranty RV Zone Change Traffic Impact Analysis

Junction City, Oregon

August 5, 2014



Guaranty RV Zone Change Traffic Impact Analysis

Junction City, Oregon



RENEWS 6/30/16

August 5, 2014

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Guaranty RV Zone Change Traffic Impact Analysis

I. Executive Summary

This Transportation Planning Rule analysis is provided for the proposed annexation and zone change for the property located on the east side of Prairie Road south of David Lane within the Urban Growth Boundary (UGB) but outside the current city limits of Junction City, Oregon. The site is tax lots 500, 1002, and 1004 on assessor's map 16-04-05-32 and contains 7.88 acres. The existing zoning is Lane County RR-5 (rural residential 5 acre minimum). The proposed zoning is City R-2 (duplex residential zone).

The analysis will compare the trips generated by a worst-case development under the proposed zoning to the trips generated by the worst-case development under the existing zoning to determine if the change will significantly impact any existing or planned transportation facility in the City's Transportation System Plan.

A reasonable worst-case land use under County RR-5 zone would be two single-family dwellings. For simplicity the existing zoning will be analyzed as a no-build scenario. A reasonable worst-case land use under City R-2 zone would be 86 duplexes. The 86 duplexes were found to generate 914 daily trips and 93 PM peak hour trips, 58 inbound and 34 outbound. The study area includes the Highway 99 intersections with 1st Avenue and Prairie Road, the intersection of 1st Avenue with prairie Road, and the site access (assumed to be David Lane) with Prairie Road. The analysis of the traffic counts taken at the study area intersections this year show that all intersections operate well above the ODOT and County mobility standards.

A check of crashes in the study area for the 5-year period 2008 through 2012 found that Highway 99 has a crash rate lower than other comparable highways in Oregon. However, there was one angle collision on Highway 99 at Hatton Lane that resulted in a fatality during the study period in 2011. The crash rate for the signalized intersection of Highway 99 and 1st Avenue was also low and dominated by rear-end collisions. Prairie Road had only one single-vehicle, fixed-object collision during the 5-year period.

The operational analyses of the study area intersections for traffic levels generated by the proposed zoning compared to the existing zoning for the PM peak hours in the year of opening, 2015, revealed that all intersections remained well above the appropriate mobility standards. The same analysis was done for the Horizon Year, 2035, based on data from the ongoing TSP Update. All study area intersections remained above the appropriate mobility standards with no significant queuing problems.

Based on this analysis, we find that the proposed zone change from County RR-5 to City R-2 will not significantly affect the transportation system. We recommend that the proposed zone change be approved with no mitigation required.

II. Existing Conditions

1. Introduction

The purpose of this report is to provide a Traffic Impact Analysis for the proposed zone change on three parcels on Prairie Road in Junction City in order to comply with the recently updated Comprehensive Plan designations and Statewide Planning Goal 12. This report will compare the traffic impacts generated by the proposed City R-2 zoning to the existing RR-5 Lane County zoning to determine if the change will significantly impact the area's transportation system.

2. Location and Vicinity Map

The site consists of three tax lots, 500, 1002, and 1004 on assessor's map 16-04-05-32 and contains 7.88 acres. The properties are on the east side of Prairie Road and extend south from David Lane. These parcels are part of some larger contiguous parcels owned by ACTA LLC totaling 13.28 acres. All access to the site will be on Prairie Road and David Lane. Figure 1 in Appendix A shows the location of the site in south Junction City.

3. Land Uses and Intensity

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 this TPR analysis, the existing County zoning, RR-5, allows single family dwellings on five acre minimum lots. The proposed City R2 zoning allows single family dwellings on 5,000 square feet lots and duplexes on 7,000 square feet lots.

4. Study Area

- a. Limits of Traffic Study. Initially the study area will include the site access on Prairie Road, a major collector street, and the intersections of Prairie Road with 1st Avenue and Highway 99, the nearest arterial streets, and the intersections of Highway 99 at 1st Avenue and High Pass Road at Oaklea Drive.
- b. Existing Zoning and Land Uses. The 13.28 acres owned by ACTA LLC comprises eight tax lots (see Figure 2 in Appendix A). Immediately east of tax lot 500 is tax lot 509 (0.51 acres) which is developed as a residence. The remaining properties are adjacent to Highway 99 and are developed as part of the Guaranty RV Dealership and total 4.89 acres. To the north is an area of predominantly single-family homes within the UGB with a plan designation of Low Density Residential but have the County RR-5 zoning. South of the site is a vacant parcel zoned RR-5. Further south is the Kountry Village mobile home park along Prairie Road and various commercial properties along Highway 99. West of Prairie Road are farm lands with County E40 zoning.

- c. Area Roadway System. Table 1 below shows the characteristics of the existing streets in the initial study area.

Table 1: Existing Study Area Street Conditions

Street Segment	Jurisdiction & Functional Classification	Road Width (ft)	Posted Speed	Travel Lanes*	Bike Lanes	Curbs	Parking	Sidewalks
Highway 99 N/o 1 st Ave. S/o 1 st Ave.	ODOT Minor Arterial	66' 80'	30 45/55	4	None	Both Sides None	None	Both Sides None
Prairie Road 1 st Ave - Baily Ln Bailey Ln - Hwy 99	Lane Co. Major Collector	22'	35 45	2	None	None	None	None
High Pass Rd West of Oaklea 1st Avenue Oaklea - Oak Oak - Hwy 99	Lane Co. Major Collector	26'	55 45 30	2	None	None	None	None
Oaklea Drive	Lane Co. Major Collector	24'	45	2	None	None	None	None
David Lane	Lane Co. Access Road	14'	25	1	None	None	None	None

* - Number of through lanes only.

Highway 99 is the principal arterial running through Junction City. Highway 99 is known as the Pacific Highway West (Highway #91) in the Oregon Department of Transportation (ODOT) highway system and is classified as a Regional Highway by the 1999 Oregon Highway Plan (OHP), amended.

At the signalized intersection of Highway 99 with 1st Avenue, all approaches contain a left-turn lane. The Highway 99 left-turn lanes have protected/permissive turn phases while the 1st Avenue left-turn lanes have permitted turn phases.

The T-intersection of Prairie Road with Highway 99 is controlled by a Stop sign for Prairie Road. The intersection of Prairie Road/Maple Street with 1st Avenue is controlled by Stop signs for Prairie Road & Maple Street.

The T-intersection of High Pass Road with Oaklea Drive is controlled by a Stop sign for Oaklea Drive.

5. Crash History

Crash data for Highway 99 in the 1.3 section from MP 109.7 north of 1st Avenue to 111.0 south of Prairie Road for the five-year period from 2008 through 2012 were obtained from ODOT's Crash Analysis and Reporting Unit (see Appendix B). During that period there was one crash on Prairie Road, a fixed-object collision resulting in an injury on the curve south of the David Lane intersection.

Of the 34 crashes on Highway 99, there was one angle collision that resulted in a fatality. This occurred in 2011 at the Hatton Lane intersection when a southbound driver failed to maintain their lane and collided with a vehicle stopped at the intersection. Table 2 on the following page tabulates the crashes on Highway 99.

Table 2: Five-Year Crash History - Highway 99 (MP 109.7 -111.0)

Collision Type	Year					Total	Property Damage Only	Injury
	2008	2009	2010	2011	2012			
Rear End	3	3	4	2	1	13	5	8
Turning Movement	3	1	3	1	3	11	7	4
Angle	2	0	0	1	0	3	1	2
Fixed-Object	0	1	3	0	1	5	3	2
Sideswipe-Overtaking	0	0	1	0	0	1	1	0
Total	8	5	11	4	5	33	17	16
ADT	16,700	16,600	14,500	14,500	14,500	76,800		
Crash rate (mvm)*	1.01	0.63	1.60	0.58	0.73	0.91		

* - Million vehicle miles ** - Fatality

The crash rate for the highway section is based on the number of crashes per million vehicles miles (mvm). The statewide average crash rate for the Rural Highway System in a Rural City on a Minor Arterial ranged from 1.41 to 1.80 crashes/mvm during that three-year period. No SPIS areas were identified on Highway 99 in the study area.

Sixteen of the 34 crashes on Highway 99 occurred at the 1st Avenue intersection. Table 3 displays the crashes at the intersection of Highway 99 and 1st Avenue during the 5-year period.

Table 3: Five-Year Crash History - Highway 99 @ 1st Avenue

Collision Type	Year					Total	Property Damage Only	Injury
	2008	2009	2010	2011	2012			
Rear End	3	2	4	2	1	12	5	7
Turning Movement	0	0	1	0	1	2	1	1
Angle	2	0	0	0	0	2	1	1
Total	5	2	5	2	2	16	7	9
ADT Entering	24,000	24,000	23,375	22,000	20,350	113,725		
Crash rate (mev)*	0.57	0.23	0.59	0.25	0.27	0.39		

* - Million entering vehicles

The crash rate for intersections is based on the number of crashes per million entering vehicles (mev). In urban areas a crash rate of 1.0 or greater is considered an indicator that further investigations should be made. This intersection has a low crash rate.

6. Trip Generation

The first step in the trip generation analysis for a zone change is to determine the PM peak hour trip generation of a reasonable worst-case development in the existing County RR-5 zone compared to a reasonable worst-case development in the proposed City R2 zone to determine if there is a net increase or decrease in trips.

The County zoning, RR-5, allows single family dwellings on parcels with a minimum five acres. There are two existing lots each under the five-acre minimum. Since the area to north of David Lane has the same Lane County RR-5 small city UGB zoning and have developed as single-family housing on less than five acre lots, we have assumed one single-family dwelling on each subject lot.

The City zoning, R2, allows single family dwellings with a minimum lot area of 5,000 square feet or duplexes with a minimum lot area of 7,000 square feet. Tax lots 500, 1002, and 1004 total 7.88 acres. For the worst-case scenario, we assume there are no impediments to full development of the parcels. After subtracting a 30-foot width for improvements to David Lane and 60-foot right-of-way for a second east-west street, ~600 feet in length, approximately 300,000 square feet remain for lot division. So a worst-case development of the site could contain either 60 single-family houses or 43 duplexes. The 43 duplexes will equate to 86 single-family dwellings and will be used as the worst-case development.

Table 4 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 each land use. Land Use Code 210 - Single-family Detached Housing is used to generate trips for both single-family dwellings and duplexes. Trips for both the worst-case RR-5 zoning are computed and compared to the worst-case R-2 zoning.

Table 4: Trip Generation Comparison

Land Use (ITE Code)	Size Unit	Daily Trips		PM Peak Hour Trips			
		Rate	Total	Rate	Total	In	Out
City R-2: Duplexes (SFD 210)	86 Dwelling Units	10.63*	914	1.078*	93	58	34
County RR-5: Single Family Detached (210)	2 Dwelling Units	9.52	19	1.00	2	1	1

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

7. Trip Distribution and Assignment

The distribution of trips from the site was deduced from the location of the development in relation to the Junction City urban area. The distribution of residential trips to and from the site during the PM peak hour will predominantly follow work/shopping-to-home patterns. For simplicity, all access to the site is assumed to be at the intersection of David Lane and Prairie Road. There are only two connections to the surrounding arterial system using Prairie Road; north to 1st Avenue and south to Highway 99.

Based on traffic counts taken for the Transportation System Plan (TSP) update at the two ends of Prairie Road, 80% of traffic had origins or destinations to the north and 20% to the south. The existing zoning generates so few trips that the analysis assumes it is a no-build condition. Figure 3 in Appendix A shows the distribution and assignment of the PM peak hour trips generated by the proposed zoning in the study area based on the TSP Update turning movements (see Appendix C). Based on the trip assignments, the study area has been limited to the site access on Prairie Road, and the intersections of Prairie Road with 1st Avenue and Highway 99, and Highway 99 at 1st Avenue.

8. Existing Study Area Traffic

The 16-hour turning movement count at Highway 99 at 1st Avenue done for the TSP Update found the peak hour to be between 4 and 6 PM. Gary's Traffic Data collected vehicle turning movement and pedestrian counts during the 3 to 6 PM period at Highway 99 and 1st Avenue on July 23rd, at Highway 99 and Prairie Road on June 19th, and at 1st Avenue and Prairie Road/Maple Street on June 24th, all this year. Summary sheets for the traffic counts can be found in Appendix C. The peak hour at each intersection was found to be 4:30 to 5:30 PM. Figure 4 in Appendix A shows the traffic volumes and intersection geometry in the study area.

9. Intersection Operational Analysis

a. General Procedures. To evaluate traffic impacts, a level-of-service (LOS) analysis is performed on the study area intersections. The latest edition of the Highway Capacity Manual defines the methods by which LOS is calculated in this analysis. For state highway intersections, ODOT uses a mobility standard based on the ratio of the volume of traffic using a signalized intersection or unsignalized approach compared to the capacity of the intersection or approach, v/c. As the volume of traffic nears its capacity the ratio approaches 1.0.

In the study area within the Junction City UGB, Highway 99 is classified as a truck freight route on a regional highway with a posted speed of 55 MPH north to three-tenths of a mile south of 1st Avenue, 45 MPH from there to 400 feet south of 1st Avenue, and 30 MPH from that point north through Junction City. The updated 1999 Oregon Highway Plan (OHP) provides the maximum allowable v/c for various highway classifications, locations, and speeds. Table 6 in the OHP indicates the maximum V/C is 0.90 at 1st Avenue and 0.85 at Prairie Road.

The intersections of Prairie Road with 1st Avenue and David Lane are under Lane County jurisdiction. Lane County also uses the v/c ratio as the mobility standard. Table 4 in Lane Code 15.697 provides the maximum allowable v/c for county roads. The County intersections are inside the Junction City UGB, the maximum V/C allowed for speeds of less than 45 MPH at 1st Avenue is 0.85, while for a speed of 45 MPH at David Lane the maximum V/C is 0.75.

b. Existing Intersection Operational Analysis

The Synchro6 program is used to evaluate the operation of the study area intersections for the existing traffic conditions shown in Figure 4. The saturation flow rate was set to 1750 vehicles per hour, the existing Peak Hour Factors (PHF's) from the traffic counts were used, and a standard 4 seconds of lost time were used in the analysis. Table 5 shows the results of the level-of-service (LOS) analysis. The Synchro6 reports can be found in Appendix D. Delay is the average vehicle delay in seconds. The results of the intersection operational analysis indicate that all intersections are operating well above the mobility standard.

Table 5: Existing 2014 - Peak Hour LOS Analysis

Intersection Movement	Mobility Standard	PM Peak Hour		
		V/C	Delay	LOS
Highway 99 @ 1st Avenue	0.90	0.53	13.2	B
Highway 99 @ Prairie Road				
Northbound Left turn	0.85	0.14	10.1	B
Eastbound Movements	0.85	0.17	16.2	C
Prairie Road @ 1st Avenue				
Northbound Movements	0.85	0.19	13.3	B
Southbound Movements	0.85	0.11	13.7	B
Prairie Road @ David Lane				
Eastbound Movement	0.75	0.00	9.2	A

III. Transportation Planning Rule (TPR) Operational Analysis

The TPR states that the traffic impacts of a reasonable worst-case development under the proposed zoning or plan designation must be compared to the impacts of a reasonable worst-case development allowed under the current zoning or plan designation to determine if there is a significant impact to the study area's intersections in the Year of Opening and at the Transportation System Plan's (TSP) Horizon Year. Since all study area intersections currently operate above the ODOT and County mobility standards, a significant impact occurs when an intersection's mobility standard is exceeded by the new trips from the proposed zoning.

1. Year of Opening, 2015, Intersection Operational Analysis

The development under the proposed zoning is assumed to be completed in 2015. The study area traffic levels for the proposed zoning scenario are shown on Figure 5 in Appendix A. The existing zoning traffic levels are essentially the no-build traffic levels for 2015 calculated by applying one year's growth rate to the 2014 traffic levels. The proposed zoning traffic levels then adds the volumes in Figure 3 to the study area. For simplicity we have placed the access for all site trips on David Lane, the north boundary of the site.

The Synchro6 program is again used to evaluate the operation of the study area intersections. The PHF's from the traffic counts were used in the analysis. Table 6 shows the results of the level-of-service (LOS) analysis. The Synchro6 reports can be found in Appendix E. Delay is the average vehicle delay in seconds. The results of the intersection operational analysis indicate that all intersections are operating well above the mobility standard.

Table 6: Year of Opening, 2015 - PM Peak Hour LOS Analysis

Intersection Movement	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay	LOS	V/C	Delay	LOS
Highway 99 @ 1st Avenue	0.90	0.56	13.2	B	0.58	14.7	B
Highway 99 @ Prairie Road							
Northbound Left turn	0.85	0.14	16.7	C	0.16	10.4	B
Eastbound Movements	0.85	0.18	10.3	B	0.20	16.7	C
1st Avenue @ Prairie Road							
Northbound Movements	0.85	0.21	14.0	B	0.29	15.7	C
Southbound Movements	0.85	0.13	14.2	B	0.18	16.6	C
Prairie Road @ David Lane							
Southbound Through + Left	0.75	0.00	0.1	A	0.04	3.5	A
Eastbound Movement	0.75	0.00	9.2	A	0.06	9.5	A

2. Year of Opening, 2015, Queuing Analysis

SimTraffic was used to evaluate the queue lengths at the study area intersections following the guidelines in Chapter 8 of ODOT's "Analysis Procedures Manual." Five runs with a random seed were averaged. The 95th percentile queues are reported and are rounded to the next nearest 25-foot increment.

Table 7 shows the results of the simulations. The SimTraffic reports are in Appendix E. The results show that there are no queuing problems.

Table 7: Year of Opening, 2015 Queuing Analysis

Intersection Approach Lane	Available Storage (ft.)	95th% Queue	
		Existing Zoning	Proposed Zoning
Highway 99 @ 1st Avenue			
Northbound Left turn	250*	75	75
Northbound Thru + Right	1000+	175	175
Southbound Left turn	220	75	75
Southbound Thru + Right	220	150	150
Eastbound Left turn	150	125	125
Eastbound Thru + Right	600	100	100
Westbound Left turn	175	100	75
Westbound Thru + Right	275	125	125
Highway 99 @ Prairie Road			
Northbound Left turn	400*	50	50
Northbound Through	400	---	---
Southbound Thru + Right	600	---	---
Eastbound Movements	1000+	50	50
1st Avenue @ Prairie Road			
Northbound Movements	275	75	75
Southbound Movements	525	50	50
Eastbound Movements	650	50	50
Westbound Movements	525	50	50
Prairie Road @ David Lane			
Northbound Movements	1000+	---	---
Southbound Movements	625	25	50
Eastbound Movements	800	25	50

* Left-turn lane preceded by a center-turn-lane

3. Horizon Year, 2035, Intersection Operational Analysis

For the Horizon Year, 2035, background traffic volumes at the study area intersections were increased based on the projected traffic levels in the Draft Junction City TSP Appendix 6-2-14. See Appendix B for the calculation of background traffic growth. The Draft Technical Memorandum #4: Junction City Transportation System Solutions lists a project MV25 - Intersection Improvement for Maple Street/Prairie Road at 1st Avenue. The description says “Realign north and south approaches of intersection and add left turn lanes on all approaches” A footnote to that project also says “1st Avenue would need to be constructed to include a two-way center left-turn lane.” This project is assumed to be in place in 2035.

Figure 6 in Appendix A shows the resulting traffic levels for the existing zoning (no-build) and the proposed zoning. The trips from Figure 3 were then added to estimate the proposed zoning traffic level. The Synchro reports can be found in Appendix F. The results of the analysis are displayed in Table 8 below.

Table 8: Horizon Year, 2035 - PM Peak Hour LOS Analysis

Intersection Movement	Mobility Standard	Existing Zoning			Proposed Zoning		
		V/C	Delay	LOS	V/C	Delay	LOS
Highway 99 @ 1st Avenue	0.90	0.84	24.3	C	0.88	28.5	C
Highway 99 @ Prairie Road							
Northbound Left turn	0.85	0.29	13.4	C	0.31	13.6	B
Eastbound Movements	0.85	0.23	18.7	B	0.25	18.8	C
1st Avenue @ Prairie Road							
Northbound Movements	0.85	0.24	21.4	C	0.31	22.6	C
Southbound Movements	0.85	0.18	22.4	C	0.24	24.7	C
Prairie Road @ David Lane							
Southbound Through + Left	0.75	0.00	0.1	A	0.04	3.1	A
Eastbound Movement	0.75	0.00	9.4	A	0.06	9.7	A

The results of the intersection operational analysis indicate that all study area intersections will operate above the appropriate mobility standard in the Horizon Year, 2035.

4. Horizon Year, 2035, Queuing Analysis

SimTraffic was again used to evaluate the queue lengths at the study area intersections. Five runs with a random seed were averaged. The 95th percentile queues are reported and are rounded to the next nearest 25-foot increment.

Table 9 below shows the results of the simulations. The SimTraffic reports are in Appendix F.

Table 9: Horizon Year, 2035 Queuing Analysis

Intersection Approach Lane	Available Storage (ft.)	95th% Queue	
		Existing Zoning	Proposed Zoning
Highway 99 @ 1st Avenue			
Northbound Left turn	250*	175	225
Northbound Thru + Right	1000+	175	425
Southbound Left turn	220	100	125
Southbound Thru + Right	220	275	325
Eastbound Left turn	150	175	200
Eastbound Thru + Right	600	225	225
Westbound Left turn	175	125	150
Westbound Thru + Right	275	200	225
Highway 99 @ Prairie Road			
Northbound Left turn	400*	100	75
Northbound Through	400	---	---
Southbound Thru + Right	600	25	25
Eastbound Movements	1000+	75	50
1st Avenue @ Prairie Road			
Northbound Left turn	100*	75	50
Northbound Thru + Right	275	75	100
Southbound Left turn	100*	50	50
Southbound Thru + Right	525	75	75
Eastbound Left turn	100*	50	50
Eastbound Thru + Right	650	25	25
Westbound Left turn	100*	50	50
Westbound Thru + Right	525	25	25
Prairie Road @ David Lane			
Northbound Movements	1000+	---	---
Southbound Movements	625	--	50
Eastbound Movements	800	25	50

* Left-turn lane preceded by a center-turn-lane

The queuing analysis identifies two lanes where the queues would exceed the available storage. The southbound Highway 99 through lane queues would extend past the first intersection to the north - 2nd Avenue. The block length between 1st and 2nd is very short, 220-feet, and would be exceeded by both the existing and proposed zoning. The proposed zoning adds two additional vehicles in the queue. The average queue does not exceed the available storage under either scenario.

The eastbound left turn from 1st Avenue also exceeds the available storage in both scenarios, the proposed zoning adding one more vehicle to the queue. It appears that the left-turn pocket could be extended 50 feet by re-striping the eastbound approach only.

V. Conclusions and Recommendations

1. As Tables 5 through 8 show, the net new trips generated by the proposed change in zoning will be accommodated at a level that is above the appropriate mobility standards in the study area.
2. Table 8 shows that there will be no significant queuing issues through 2035 as a result of the change in zoning.
3. The crash history in the study area shows no significant problem areas.

Based on this analysis, we find that the proposed zone change from County RR-5 to City R-2 will not significantly affect the transportation system. We recommend that the proposed zone change be approved.

For these reasons, we find that there is 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 draft 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

Appendix A

Figures

Figure 2
Guaranty RV Zone Change
TPR Analysis Area

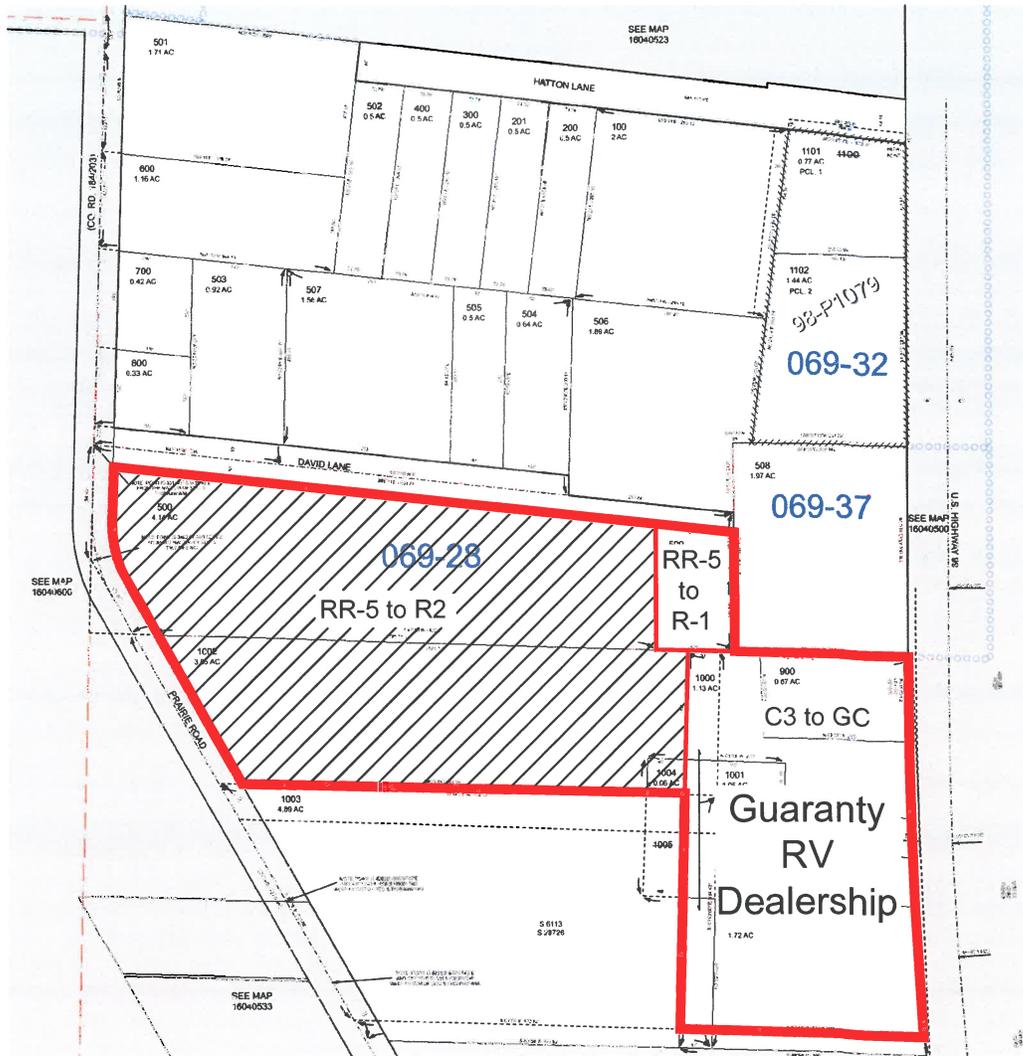


Figure 3

Guaranty Zone Change Traffic Impact Study

PM Peak Trip Distribution & Assignment

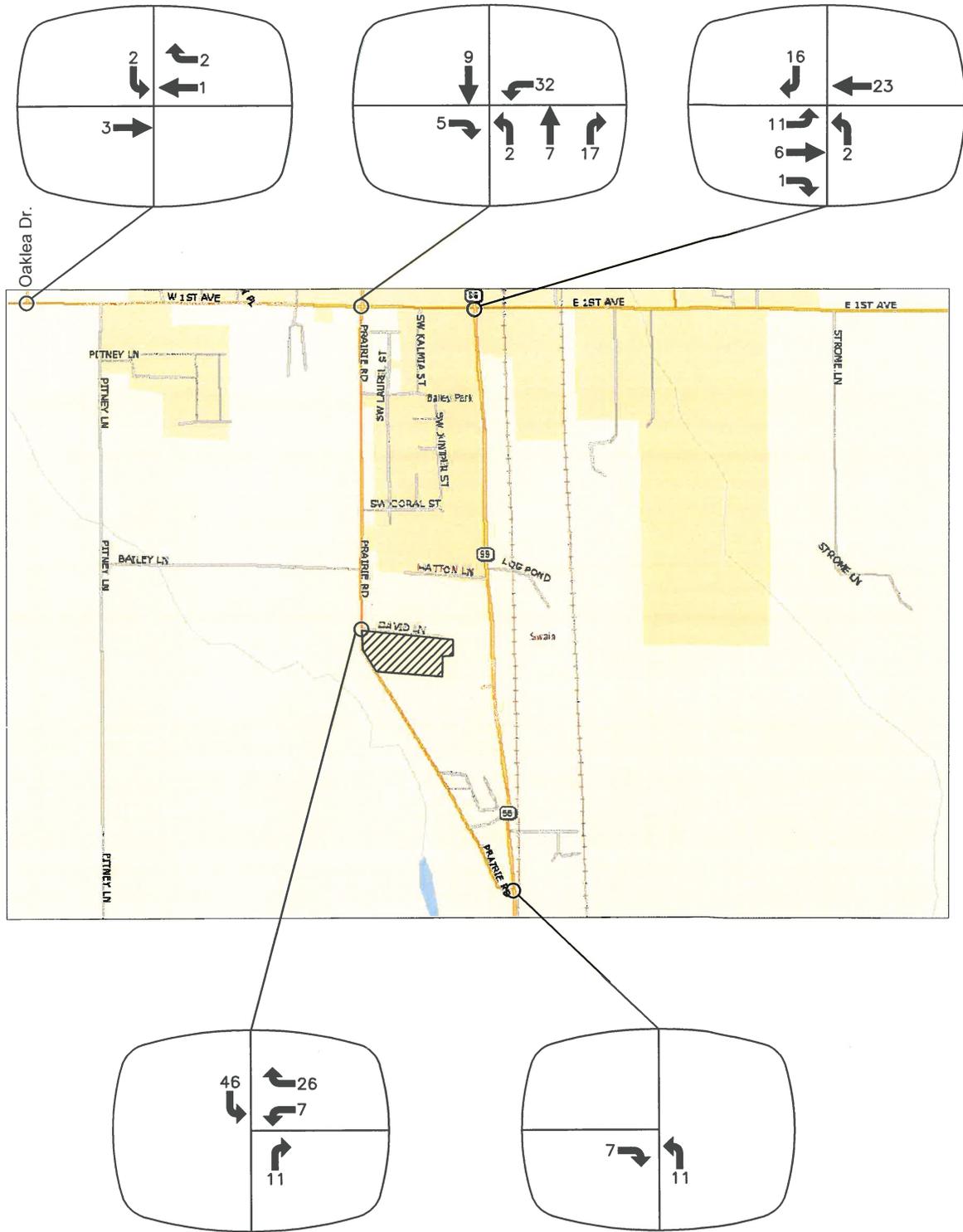


Figure 4

Guaranty Zone Change Traffic Impact Study

2014 Design Hour Volumes

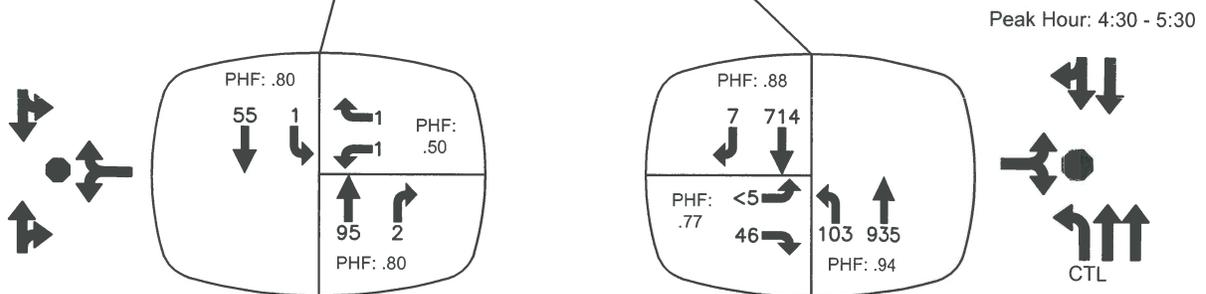
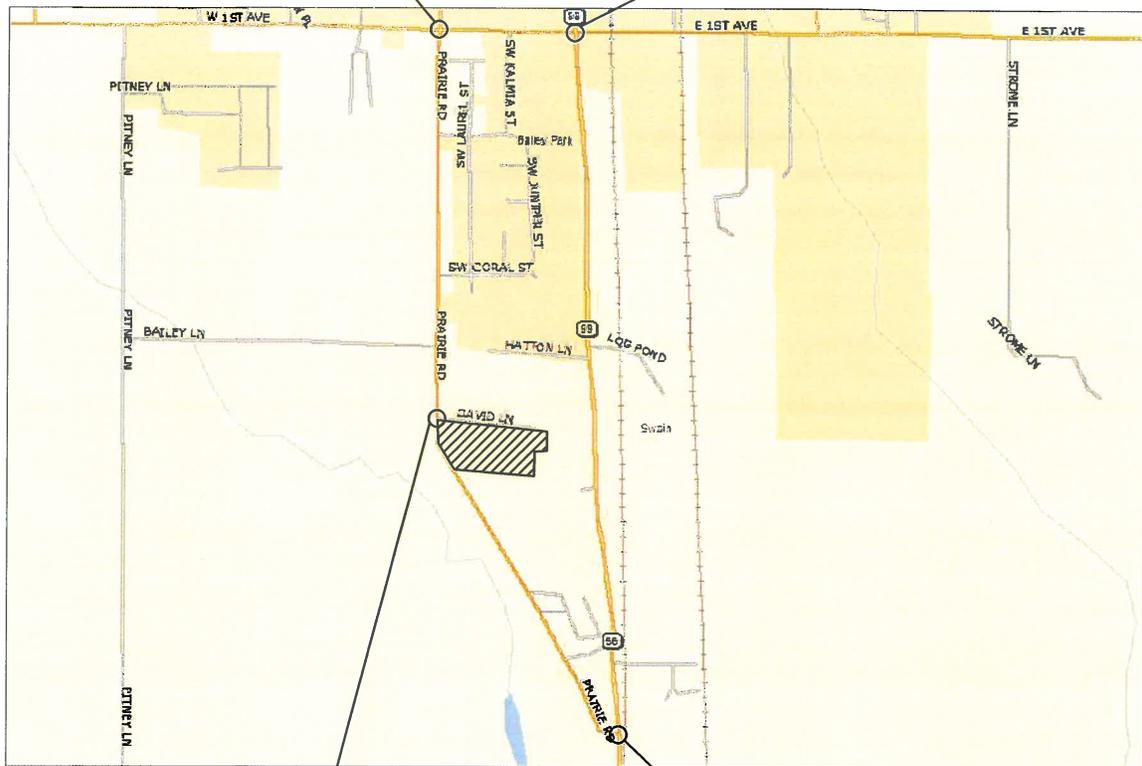
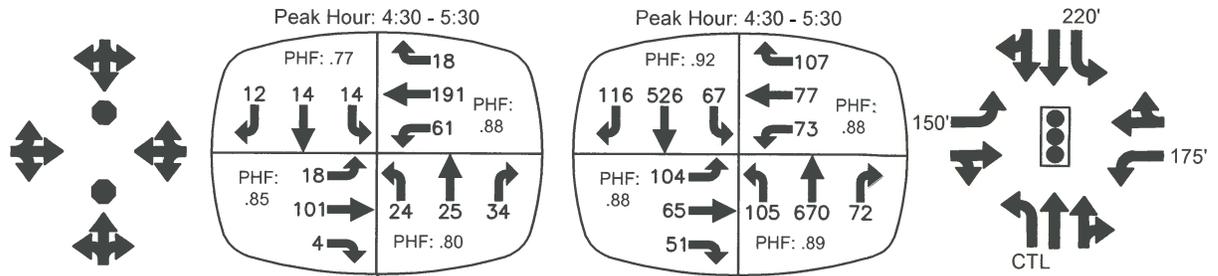


Figure 5

Guaranty Zone Change Traffic Impact Study 2015 Design Hour Volumes

LEGEND

- XX - Existing Zoning (No Build)
- (XX) - Proposed Zoning (Where different)

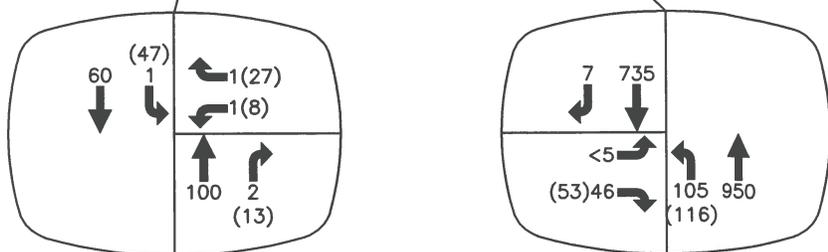
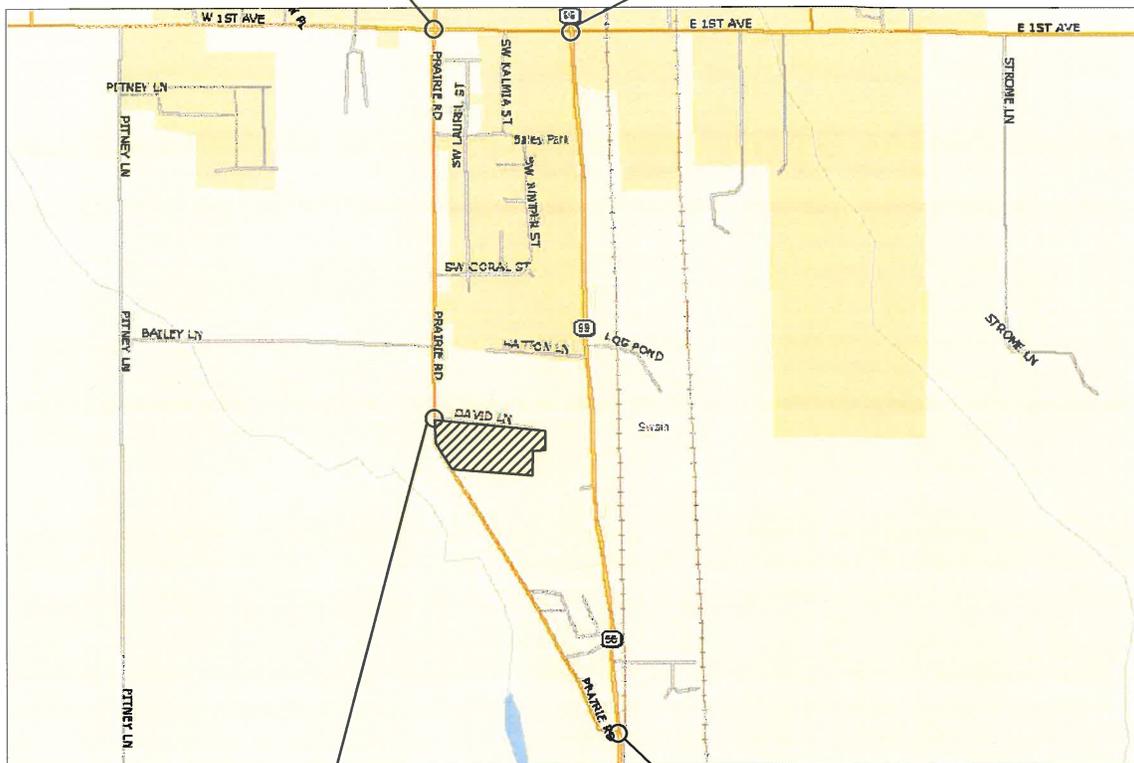
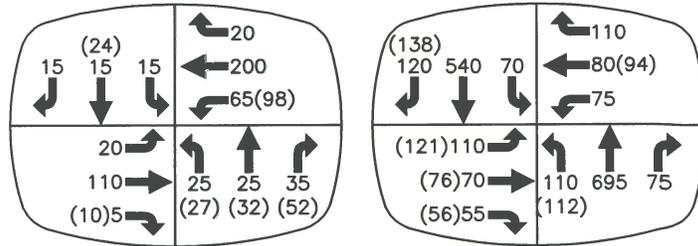
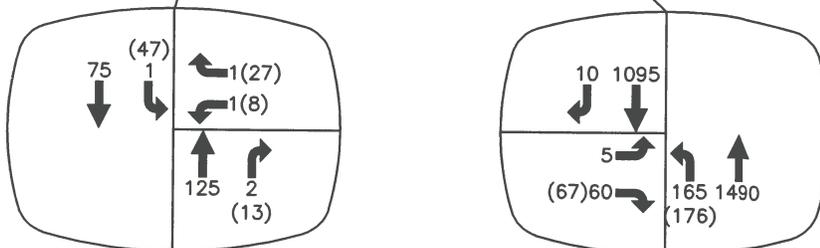
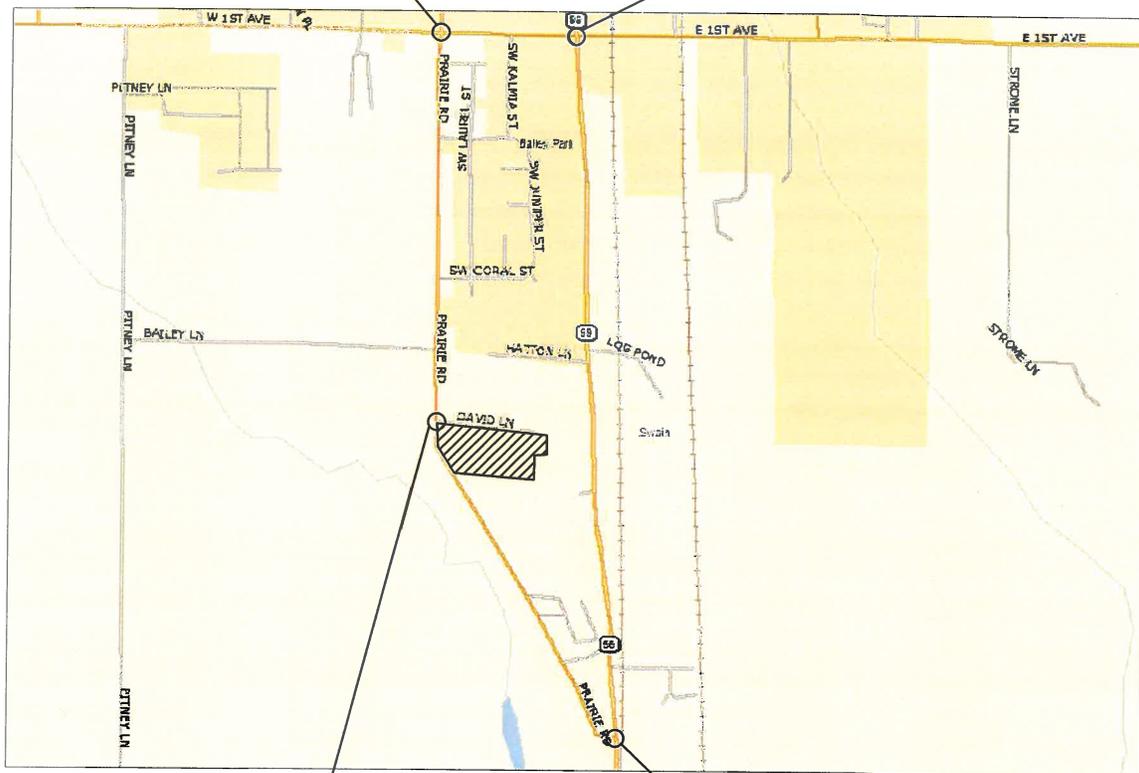
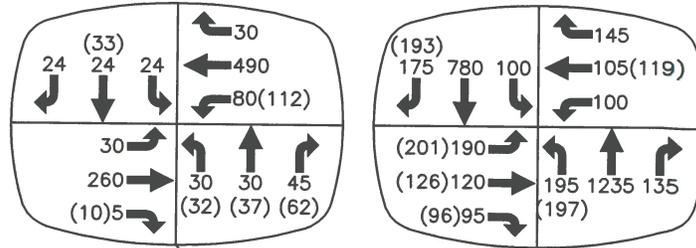


Figure 6

Guaranty Zone Change Traffic Impact Study 2035 Design Hour Volumes

LEGEND

- XX - Existing Zoning (No Build)
- (XX) - Proposed Zoning (Where different)



Appendix B

Crash Data

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

CDS360
07/31/2014

COUNTY ROAD CRASH LISTING

PRAIRIE RD, MP 7.82 to 9.25, 01/01/2009 to 12/31/2013

Total crash records: 2

LANE COUNTY

P S R S W	E A U C O D A T E	M I L E S T R I P	C O U N T Y	R O A D	I N T - T Y P E	R D C H A R	I N T - R E L	O F F R D	W T H R	C R A S H	S P E C I A L U S E	M O V E	F R O M	T O	P E R C E N T	I N J U R Y	E X P O S E	L I C E N S E	P E D	L O C	E R R O R	A C T E V E N T	C R A S H
02556	N N N N 08/20/2012	9	LANE	PRAIRIE RD	(NONE)	ALLEY	N	N	CLR	ANGL-OTH	01 NONE	STRGHT	S - N	STRGHT	01	DRVR	INJB	67	M	OR-Y	000	00	
4P	NO			PRAIRIE RD CONN	(03)	S	L-TURN	REF	N	DRY	PRVTE	S - N	STRGHT	01	DRVR	INJB	67	M	OR-Y	000	00		
				PRAIRIE RD		04			DAY	INJ	PSNGR CAR									OR-25	000	00	
											02 NONE	TURN-L	E - S	STRGHT	01	DRVR	INJA	53	F	OR-Y	018	00	
											PSNGR CAR									OR-25	000	02	
01922	Y N N N 07/05/2010	2	LANE	PRAIRIE RD	(NONE)	STRGHT	N	Y	CLR	FIX OBJ	01 NONE	STRGHT	N - S	STRGHT	01	DRVR	INJA	21	M	OR-Y	079,010,001	30	
	NO			DAVID LN		S	UNKNOWN	N	DRY	FIX	PRVTE	N - S	STRGHT	01	DRVR	INJA	21	M	OR-Y	050,080,081	017		
	10A				(02)	01			DAY	INJ	MTRCYCLE									OR-25	000	00	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. 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 ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE
 PRAIRIE RD, MP 7.82 to 9.25, 01/01/2009 to 12/31/2013

COLLISION TYPE	FATAL CRASHES	NON-PROPERTY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
		FATAL CRASHES	DAMAGE ONLY											
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	0	0	0
YEAR 2012 TOTAL	0	1	0	1	0	2	0	1	0	1	0	0	0	0
YEAR: 2010														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	0	0	1
YEAR 2010 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	1
FINAL TOTAL	0	2	0	2	0	3	0	2	0	2	0	0	0	1

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 requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Highway 091 ALL ROAD TYPES, MP 109.7 to 111.0 01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY			TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
			FATAL	PROPERTY	DAMAGE											
YEAR: 2012																
FIXED / OTHER OBJECT	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	1
REAR-END	0	1	0	0	4	1	0	0	0	1	0	1	0	0	1	0
TURNING MOVEMENTS	0	2	1	0	2	3	0	1	2	1	3	0	0	2	0	0
YEAR 2012 TOTAL	0	3	2	0	6	5	0	2	2	3	4	1	1	2	1	1
YEAR: 2011																
ANGLE	1	0	0	1	1	1	0	1	1	0	1	0	0	1	0	0
REAR-END	0	1	1	0	4	2	0	1	1	1	1	1	1	1	0	1
TURNING MOVEMENTS	0	0	1	0	0	1	0	1	1	0	1	0	0	0	1	0
YEAR 2011 TOTAL	1	1	2	1	5	4	0	3	3	1	3	1	1	2	1	1
YEAR: 2010																
FIXED / OTHER OBJECT	0	1	2	0	2	3	0	2	1	2	0	3	1	1	0	3
REAR-END	0	2	2	0	2	4	0	2	0	1	3	1	3	0	0	0
SIDEWIPE - OVERTAKING	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0
TURNING MOVEMENTS	0	0	4	0	0	4	0	0	4	0	4	0	0	2	0	0
YEAR 2010 TOTAL	0	3	9	0	4	12	0	4	1	3	8	4	6	0	3	
YEAR: 2009																
FIXED / OTHER OBJECT	0	1	0	0	1	1	0	1	1	0	1	0	0	1	0	1
REAR-END	0	2	1	0	2	3	0	2	1	2	1	2	2	0	0	0
TURNING MOVEMENTS	0	1	0	0	1	1	0	1	0	0	1	0	0	1	0	0
YEAR 2009 TOTAL	0	4	1	0	4	5	0	4	1	2	3	2	4	0	1	

Highway 091 ALL ROAD TYPES, MP 109.7 to 111.0 01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES	NON-PROPERTY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	OFF- ROAD
		FATAL CRASHES	PROPERTY DAMAGE ONLY										
YEAR: 2008													
ANGLE	0	1	1	2	0	2	1	1	1	1	1	2	0
REAR-END	0	2	1	3	0	3	0	1	2	3	0	2	0
TURNING MOVEMENTS	0	1	2	3	0	1	0	3	0	2	1	1	0
YEAR 2008 TOTAL	0	4	4	8	0	6	1	5	3	6	2	5	0
FINAL TOTAL	1	15	18	34	1	25	4	22	12	24	10	19	6

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TABLE 9 (< (\$ 5 & 2 0 3 \$ 5 , 6 2 1 2) 6 7 \$ 7 (+ , * + : \$

Table II lists crash rates for mainline state highways for the past five years, by functional classification, for urban and rural areas. Data for highway connections and frontage roads are excluded. Mileage is shown for the most recent year only. Refer to the 2012 Oregon Mileage Report for official figures on highway miles.

JURISDICTION AND FUNCTIONAL CLASSIFICATION	MILES*	2012 Rate	2011 Rate	2010 Rate	2009 Rate	2008 Rate
TOTAL STATE HWY SYSTEM	7,438.25	1.00	0.98	0.87	0.82	0.83
Interstate Freeways	729.55	0.46	0.44	0.41	0.38	0.37
Other Fwys/Expressways	53.89	0.88	0.87	0.78	0.62	0.67
Non-Freeways (combined)	6,654.81	1.51	1.48	1.31	1.23	1.25
Other Principal Arterials	3,289.71	1.54	1.52	1.33	1.25	1.29
Minor Arterials	1,954.61	1.40	1.35	1.26	1.18	1.13
Urban Collectors	8.69	2.21	1.17	1.99	1.74	1.28
Rural Major Collectors	1,364.16	1.43	1.37	1.20	1.12	1.18
Rural Minor Collectors	34.75	1.71	2.00	1.29	0.32	0.87
Rural Local	2.89	0.00	0.00	0.00	7.49	0.00
URBAN HWY SYSTEM	814.80	1.37	1.33	1.19	1.08	1.10
Interstate Freeways	176.19	0.60	0.57	0.52	0.45	0.47
Other Fwys/Expressways	53.89	0.88	0.87	0.78	0.62	0.67
Non-Freeways (combined)	584.72	2.58	2.53	2.26	2.05	2.06
Other Principal Arterials	513.42	2.56	2.52	2.23	2.03	2.09
Minor Arterials	62.61	2.86	2.65	2.58	2.35	1.81
Urban Collectors	8.69	2.21	1.17	1.99	1.74	1.28
Urban Cities	581.69	1.52	1.48	1.31	1.20	1.22
Interstate Freeways	112.46	0.69	0.67	0.59	0.50	0.53
Other Fwys/Expressways	47.13	0.89	0.85	0.75	0.61	0.67
Non-Freeways (combined)	422.10	2.87	2.86	2.55	2.41	2.37
Other Principal Arterials	382.68	2.82	2.84	2.50	2.36	2.37
Minor Arterials	37.84	3.53	3.23	3.32	3.10	2.31
Urban Collectors	1.58	3.86	0.90	1.77	3.34	1.67
Suburban Areas	233.11	0.87	0.82	0.79	0.69	0.70
Interstate Freeways	63.73	0.34	0.31	0.30	0.32	0.28
Other Fwys/Expressways	6.76	0.75	1.17	1.33	0.82	0.61
Non-Freeways (combined)	162.62	1.67	1.52	1.40	1.12	1.25
Other Principal Arterials	130.74	1.68	1.51	1.40	1.12	1.29
Minor Arterials	24.77	1.61	1.59	1.32	1.11	0.91
Urban Collectors	7.11	1.71	1.24	2.05	1.29	1.16
RURAL HWY SYSTEM	6,623.45	0.68	0.67	0.60	0.59	0.59
Interstate Freeways	553.36	0.31	0.30	0.29	0.30	0.27
Non-Freeways (combined)	6,070.09	0.93	0.91	0.80	0.78	0.80
Other Principal Arterials	2,776.29	0.81	0.80	0.70	0.68	0.70
Minor Arterials	1,892.00	1.14	1.13	1.02	0.97	0.99
Rural Major Collectors	1,364.16	1.43	1.37	1.20	1.12	1.18
Rural Minor Collectors	34.75	1.71	2.00	1.29	0.32	0.87
Rural Local	2.89	0.00	0.00	0.00	7.49	0.00
Rural Cities	231.06	1.28	1.25	1.12	1.09	1.10
Interstate Freeways	14.05	0.28	0.39	0.30	0.31	0.30
Non-Freeways (combined)	217.01	1.49	1.45	1.30	1.27	1.27
Other Principal Arterials	112.85	1.48	1.39	1.28	1.17	1.19
Minor Arterials	60.72	1.54	1.80	1.41	1.63	1.60
Rural Major Collectors	43.15	1.49	1.04	1.25	1.09	1.10
Rural Minor Collectors	0.29	0.00	0.00	0.00	0.00	0.00
Rural Areas	6,392.39	0.65	0.64	0.57	0.56	0.57
Interstate Freeways	539.31	0.31	0.29	0.29	0.30	0.27
Non-Freeways (combined)	5,853.08	0.88	0.88	0.77	0.75	0.77
Other Principal Arterials	2,663.44	0.76	0.76	0.66	0.65	0.67
Minor Arterials	1,831.28	1.11	1.08	1.00	0.93	0.95
Rural Major Collectors	1,321.01	1.42	1.41	1.19	1.13	1.19
Rural Minor Collectors	34.46	1.87	2.16	1.40	0.35	0.94
Rural Local	2.89	0.00	0.00	0.00	7.49	0.00

Crash Rate Formula: (crashes*1,000,000)/VMT

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

Highway 091 ALL ROAD TYPES, MP 109.7 to 111 01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

Total crash records: 34

SR#	DATE	TIME	CITY	LANE	RD# FC	COMB#	CONTR	RD# FC	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	OWNER	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CRUSE	
03735	N N N	11/23/2011	LANE JUNCTION CITY	LANE	1 06	MM 0 IIVY ST	109.76 W 1ST AVE	109.76 W 1ST AVE	INTER	CROSS	N	RAIN	S-1STOP	01 NONE	0	PRVTE	01 DRVR	INJC	50 F	OR-Y	OR<25	026	000	00
04281	N N N	12/16/2008	LANE JUNCTION CITY	LANE	1 06	MM 0 IIVY ST	109.76 W 1ST AVE	109.76 W 1ST AVE	INTER	CROSS	N	CLR	S-1STOP	01 NONE	0	PRVTE	01 DRVR	INJC	18 F	OR-Y	OR<25	026	000	07
00120	N N N	01/14/2010	LANE JUNCTION CITY	LANE	1 06	MM 0 IIVY ST	109.76 W 1ST AVE	109.76 W 1ST AVE	INTER	CROSS	N	CLR	S-1STOP	01 NONE	0	PRVTE	01 DRVR	INJC	27 M	OR-Y	OR<25	026	000	07
00677	N N N	03/01/2008	LANE JUNCTION CITY	LANE	1 06	MM 0 IIVY ST	109.76 W 1ST AVE	109.76 W 1ST AVE	INTER	CROSS	N	CLD	ANGL-OTH	01 NONE	0	PRVTE	01 DRVR	INJC	35 M	OR-Y	OR<25	000	013	04
01235	N N N	04/26/2012	LANE JUNCTION CITY	LANE	1 06	MM 0 IIVY ST	109.76 W 1ST AVE	109.76 W 1ST AVE	INTER	CROSS	N	CLR	O-1TURN	01 NONE	0	PRVTE	01 DRVR	INJC	50 M	OR-Y	OR<25	000	022	00

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

Highway 091 ALL ROAD TYPES, MP 109.7 to 111 01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

091: PACIFIC HIGHWAY WEST

Total crash records: 34

SR#	DATE	TIME	CITY	LANE	RD# FC	COMPT	CONTR	STREET	LOCN	DRVWY	DAY	WTHR	CRASH	SPCL USE	MOVE	PH TYPE	INJ	RES	LOC	ERROR	ACT EVENT	CAUSE
00990	01/07/2008	5A	JUNCTION CITY	LANE	1 06	0	0	IVY ST	01	N	0	0	0	0	0	01	DRVR	NONE	54	000	000	00
								109.76 W 1ST AVE	01	N	0	0	0	0	0	01	DRVR	NONE	54	000	000	00
01892	06/29/2010	12P	JUNCTION CITY	LANE	1 06	0	0	IVY ST	02	N	0	0	0	0	0	01	DRVR	NONE	21	047,020	000	00
								109.76 W 1ST AVE	02	N	0	0	0	0	0	01	DRVR	NONE	21	047,020	000	00
03329	06/10/2010	2P	JUNCTION CITY	LANE	1 06	0	0	IVY ST	03	N	0	0	0	0	0	01	DRVR	NONE	29	004,028	000	02
								109.76 W 1ST AVE	03	N	0	0	0	0	0	01	DRVR	NONE	29	004,028	000	02
01724	06/10/2011	5P	JUNCTION CITY	LANE	1 06	0	0	IVY ST	01	Y	0	0	0	0	0	01	DRVR	NONE	22	080,026	017	10
								109.77 W 1ST AVE	01	Y	0	0	0	0	0	01	DRVR	NONE	22	080,026	017	10
03727	11/20/2012	5P	JUNCTION CITY	LANE	1 06	0	0	IVY ST	06	Y	0	0	0	0	0	01	DRVR	NONE	23	026	000	07
								109.77 W 1ST AVE	06	Y	0	0	0	0	0	01	DRVR	NONE	23	026	000	07

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CONTINUOUS SYSTEM CRASH LISTING
 Highway 091 ALL ROAD TYPES, MP 109.7 to 111.01/01/2008 to 12/31/2012, Both Add and Non-Add mileage

Total crash records: 34

STATE	DATE	CITY	LANE	RDH FC	COMPT	CONN#	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	FROM	TO	PH TYPE	SVHTY	E	X	RES	LOC	ERROR	ACT_EVENT	CAUSE		
NO RPT	TH	5P	JUNCTION CITY	LANE	W N	0	IVY ST	LANE	W N	0	IVY ST	LANE	W N	0	IVY ST	LANE	W N	0	IVY ST	LANE	W N	0	IVY ST	LANE	W N	0	IVY ST
02026	N N N	07/10/2010	LANE	1	06	109.86	W 1ST AVE	(NONE)	UNKNOWN	N	DRY	CLR	S-TURN	0	U-TURN	01	DRVR	INJC	45	F	OR-Y	OR<25	000	011 013	00		
NONE	SA	11A	JUNCTION CITY	LANE	1	06	109.86	W 1ST AVE	(NONE)	UNKNOWN	N	DRY	CLR	S-TURN	0	U-TURN	01	DRVR	INJC	45	F	OR-Y	OR<25	000	011 013	00	
02712	N N N	09/05/2010	LANE	1	06	110.05	W 1ST AVE	(NONE)	UNKNOWN	N	DRY	CLD	FIX OBJ	0	STRGHT	01	DRVR	INJC	63	M	OR-Y	OR<25	000	079,058,053 16	00		
STATE	SU	12A	JUNCTION CITY	LANE	1	06	110.05	W 1ST AVE	(NONE)	UNKNOWN	N	DRY	CLD	FIX OBJ	0	STRGHT	01	DRVR	INJC	63	M	OR-Y	OR<25	000	079,058,053 16	00	
02082	N N N	07/13/2010	LANE	1	06	110.15	S HAYTON LN	(NONE)	UNKNOWN	N	DRY	CLR	ANGL-OTH	0	TURN-L	01	DRVR	NONE	85	F	OR-Y	OR<25	000	018	00		
NONE	TU	11A	JUNCTION CITY	LANE	1	06	110.15	S HAYTON LN	(NONE)	UNKNOWN	N	DRY	CLR	ANGL-OTH	0	TURN-L	01	DRVR	NONE	85	F	OR-Y	OR<25	000	018	00	
03815	N Y N	11/13/2008	LANE	1	06	110.28	W 1ST AVE	(NONE)	UNKNOWN	N	DUSK	CLR	S-TURN	0	STRGHT	01	DRVR	NONE	38	M	OR-Y	OR<25	000	000	00		
NONE	TH	5P	JUNCTION CITY	LANE	1	06	110.28	W 1ST AVE	(NONE)	UNKNOWN	N	DUSK	CLR	S-TURN	0	STRGHT	01	DRVR	NONE	38	M	OR-Y	OR<25	000	000	00	

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Appendix C

Traffic Data

ACCESS ENGINEERING

Peak Hour Intersection Turning Movement Count & Classification Summary

N/S Street: Highway 99
E/W Street: 1st Avenue

Counted By: GTD
Date: 7/23/14

Time Period From-To AM	Northbound Highway 99				Southbound Highway 99				Eastbound 1st Avenue				Westbound 1st Avenue				ALL			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Trucks	Left	Thru	Right	Total	Trucks	Left	Thru		Right	Total	Trucks
3:00-3:15	15	163	10	188	3	14	123	22	159	11	20	8	16	44	0	12	13	13	38	0
3:15-3:30	10	150	9	169	2	15	112	16	143	8	18	6	12	36	0	13	14	27	54	1
3:30-3:45	12	162	7	181	5	10	145	28	183	6	10	8	8	26	0	11	15	22	48	1
3:45-4:00	16	169	11	196	4	20	130	17	167	6	25	15	12	52	1	16	14	25	55	0
Hour Total:	53	644	37	734	14	59	510	83	652	31	73	37	48	158	1	52	56	87	195	2
4:00-4:15	14	135	12	161	7	21	131	13	165	2	21	10	12	43	2	9	20	21	50	0
4:15-4:30	18	162	12	192	3	14	153	12	179	6	15	16	5	36	1	15	20	19	54	0
4:30-4:45	16	152	15	183	2	20	134	29	183	3	24	16	14	54	0	18	21	33	72	1
4:45-5:00	17	166	14	197	3	21	106	33	160	3	21	15	12	48	1	18	20	27	65	0
Hour Total:	65	615	53	733	15	76	524	87	687	14	81	57	43	181	4	60	81	100	241	1
5:00-5:15	39	162	22	223	3	10	136	23	169	4	30	19	13	62	0	19	21	27	67	0
5:15-5:30	32	184	20	236	4	15	145	30	190	1	28	14	12	54	0	17	14	19	50	0
5:30-5:45	28	195	6	229	3	19	133	13	165	0	22	14	11	47	0	11	14	22	47	0
5:45-6:00	22	134	9	165	0	14	119	23	156	13	21	6	7	34	0	12	15	19	46	0
Hour Total:	121	675	57	853	10	58	533	89	680	18	101	53	43	197	0	59	64	87	210	0
Grand Total:	239	1934	147	2320	39	193	1567	259	2019	63	255	147	134	536	5	171	201	274	646	3
PM Peak Hr. 4:30-5:30 PHF % Trucks	104	664	71	839	12	66	521	115	702	11	103	64	51	218	1	72	76	106	254	1
				0.889 1%				0.924 2%						0.879 0%					0.882 0%	
Seasonal Factor (1.0095)	105	670	72	847	67	526	116	709	104	65	51	220	73	77	107	257	2033			

Trucks = 3 or more axes

Pedestrians: During the peak hour 8 peds crossed the west leg, 7 peds crossed the east leg, and no peds crossed the north or the south legs.

ACCESS ENGINEERING

PM Peak Hour Intersection Turning Movement Count

N/S Street: **Prairie Road / Maple Street** Counted By: **GTD**
 E/W Street: **1st Street** Date: **6/24/14**

Time Period From-To	Northbound Prairie Road				Southbound Maple Street				Eastbound 1st Street				Westbound 1st Street				ALL			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Peds	Left	Thru	Right	Total	Left	Thru	Right		Total	Peds	
4:00-4:15	5	1	6	12	0	0	8	12	0	2	23	2	27	0	8	34	4	46	1	97
4:15-4:30	4	3	6	13	0	1	2	6	0	2	23	4	29	0	12	30	6	48	0	96
4:30-4:45	7	3	8	18	0	2	2	6	0	2	23	0	25	0	16	40	3	59	2	108
4:45-5:00	7	7	7	21	0	5	3	12	0	6	25	0	31	0	16	43	5	64	0	128
Hour Total:	23	14	27	64	0	9	15	36	0	12	94	6	112	0	52	147	18	217	3	429
5:00-5:15	5	10	11	26	0	4	5	13	1	4	25	1	30	0	13	48	7	68	0	137
5:15-5:30	5	5	8	18	1	3	2	9	0	6	27	3	36	2	15	58	3	76	0	139
5:30-5:45	5	4	2	11	0	0	1	3	0	3	23	3	29	0	14	44	6	64	0	107
5:45-6:00	2	6	6	14	0	2	5	11	0	1	22	2	25	4	9	54	3	66	0	116
Hour Total:	17	25	27	69	1	9	13	36	1	14	97	9	120	6	51	204	19	274	0	499
Grand Total:	40	39	54	133	1	18	28	72	1	26	191	15	232	6	103	351	37	491	3	928
PM Peak Hr. 4:30-5:30 PHF	24	25	34	83	1	14	14	40	1	18	100	4	122	2	60	189	18	267	2	512
				0.798				0.769					0.847					0.878		0.921
Seasonal Factor (x 1.0094) Adj. PHV	24	25	34	83	14	14	12	40	18	18	101	4	123	61	191	18	270	516		

ACCESS ENGINEERING

PM Peak Hour Intersection Turning Movement Count

N/S Street:
E/W Street:

Highway 99
Prairie Road

Counted By:
Date:

GTD
6/19/14

Time Period From-To AM	Northbound Highway 99				Southbound Highway 99				Eastbound Prairie Road				Westbound Prairie Road				ALL				
	Left	Thru	Right	Total	Peds	Left	Thru	Right	Total	Peds	Left	Thru	Right	Total	Peds	Left		Thru	Right	Total	Peds
4:00-4:15	18	186		204	0	138	0		138	0	1		7	8	0				0		350
4:15-4:30	14	216		230	0	195	1		196	0	0		10	10	0				0		436
4:30-4:45	19	235		254	0	188	1		189	0	0		6	6	0				0		449
4:45-5:00	30	208		238	0	167	1		168	0	0		11	11	0				0		417
Hour Total:	81	845	0	926	0	688	3		691	0	1	0	34	35	0	0	0	0	0	0	1652
5:00-5:15	20	253		273	0	194	1		195	0	0		15	15	0				0		483
5:15-5:30	33	231		264	0	165	4		169	0	0		14	14	0				0		447
5:30-5:45	36	244		280	0	155	1		156	0	0		7	7	0				0		443
5:45-6:00	39	210		249	0	148	1		149	0	0		14	14	0				0		412
Hour Total:	128	938	0	1066	0	662	7		669	0	0	0	50	50	0	0	0	0	0	0	1785
Grand Total:	209	1783	0	1992	0	1350	10		1360	0	1	0	84	85	0	0	0	0	0	0	3437
PM Peak Hr. 4:30-5:30 PHF	102	927	0	1029	0	714	7		721	0	0	0	46	46	0	0	0	0	0	0	1796
Seasonal Factor (x 1.0086)				0.942					0.924					0.767						N/A	0.930
Adj. PHV	103	935	0	1038		0	720	7	727		0	0	46	46		0	0	0	0	0	1811

Guaranty Zone Change

Seasonal Factor Calculation

Seasonal Trend Table 2013

	Count Date	Trend	June 15	July 1	Count	Peak	Factor
Highway 99 (Hwy. No. 91) @ Prairie Rd.	June 19	Commuter	0.9499	0.9521	0.9505	0.9424	1.0086
Prairie Rd. @ 1st Street	June 24	Commuter	0.9499	0.9521	0.9512	0.9424	1.0094
	Count Date	Trend	July 15	Aug. 1	July 23	Peak	Factor
Highway 99 (Hwy. No. 91) @ 1st Street	July 23	Commuter	0.9543	0.9484	0.9514	0.9424	1.0095

Source: 2013 Seasonal Trend Table, ODOT Transportation Development

Growth Rate Calculations

Intersection	Intersection Approach	Peak Hour Volume		Growth Rate	Exist. 2014	Growth	
		2010	2035			Rate	Factor
Hwy 99 @ 1st St	North	920	1040	0.5%	709	2.2%	1.44
	South	765	1545	4.1%	847	3.9%	1.78
	East	215	350	2.5%	257	1.7%	1.34
	West	255	395	2.2%	220	3.8%	1.76
Hwy 99 @ Prairie Rd	North	715	1095	2.1%	721	2.5%	1.49
	South	895	1660	3.4%	1038	2.9%	1.57
	West	10	20	4.0%	47	-2.7%	0.45
1st St @ Prairie Rd	North	45	65	1.8%	40	3.0%	1.60
	South	70	105	2.0%	83	1.3%	1.25
	East	300	685	5.1%	270	7.3%	2.46
	West	175	300	2.9%	123	6.9%	2.37

Source: Junction City Transportation System Plan Update, Figures 3 & 9

Summary of Traffic Count Transportation Development Division

Site: 20092010
 County: Lane
 City: Junction City
 Milepoint: 110.90
 Count Number: 1.00
 Date: 9/15/2010
 Hours: 3:00 PM-6:00 PM
 Highway #: 091
 Location: count 3-6P
 OR99 @ Prairie Rd. 3 hr
 Weather: Clear

Time of Day	Summary By Movements						TOTAL	Entering Volumes		
	N-S	N-NW	S-N	S-NW	NW-N	NW-S		North	South	North-West
15:00	177	1	162	5	1	4	350	178	167	5
15:15	161	2	179	1	2	1	346	163	180	3
15:30	155	1	174	2	0	0	332	156	176	0
15:45	144	0	188	2	2	0	336	144	190	2
16:00	181	0	183	0	2	2	368	181	183	4
16:15	160	0	221	1	1	1	384	160	222	2
16:30	174	2	207	0	2	1	386	176	207	3
16:45	123	0	212	6	2	2	345	123	218	4
17:00	215	1	188	2	1	2	409	216	190	3
17:15	158	0	228	3	1	1	391	158	231	2
17:30	165	2	199	3	0	0	369	167	202	0
17:45	139	1	222	8	0	0	370	140	230	0
Total Count	1952	10	2363	33	14	14	4386	1962	2396	28
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	1952	10	2363	33	14	14	4386	1962	2396	28

1529
 1521
 1529
 677 4 737 16 2 3



57
 16
 73
 782
 2290
 120
 20
 120

Summary of Traffic Count Transportation Development Division

Site: 20122010
 County: Lane
 City: Junction City
 Date: 9/14/2010
 Hours: 3:00 PM-6:00 PM
 Highway #: 7075
 Location: Maple St. - north leg
 Prairie Rd. -
 Milepoint:
 Count Number: 1.00
 Weather: Clear

Time of Day	Summary By Movements												Entering Volumes				
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West
15:00	9	9	7	9	12	29	0	4	1	2	26	0	108	25	50	5	28
15:15	3	3	5	7	9	26	1	12	0	2	31	4	103	11	42	13	37
15:30	4	4	4	4	10	29	3	10	1	2	36	1	108	12	43	14	39
15:45	1	2	1	2	16	38	3	7	2	3	21	1	97	4	56	12	25
16:00	5	3	5	2	8	28	2	11	1	2	21	3	91	13	38	14	26
16:15	3	3	3	10	9	40	2	8	0	4	22	2	106	9	59	10	28
16:30	1	2	4	1	11	47	6	4	1	3	25	3	108	7	59	11	31
16:45	2	6	3	9	14	41	6	9	0	4	23	1	118	11	64	15	28
17:00	5	2	4	9	10	50	2	15	1	0	23	1	122	11	69	18	24
17:15	2	4	3	9	14	49	2	10	1	6	22	2	124	9	72	13	30
17:30	0	3	5	7	17	42	2	8	0	4	14	2	104	8	66	10	20
17:45	0	2	3	7	12	44	3	8	1	2	29	0	111	5	63	12	31
Total Count	35	43	47	76	142	463	32	106	9	34	293	20	1300	125	681	147	347
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume	35	43	47	76	142	463	32	106	9	34	293	20	1300	125	681	147	347

10 14 14 28 49 187 16 38 3 13 93 7
 14 20%
 1090
 49 70%
 57
 3 16 38
 510 28% 67%

Summary of Traffic Count
 Transportation Development Division

Date: 02/22/10
 Hour: 0600 AM - 1030 PM
 Highway: R 951
 Location: Office @ 1st Ave. at 360 - north leg
 Weather: Clear

Time of Day	Summary by Movements										Existing Volumes						
	N-E	N-S	N-W	E-N	E-S	E-W	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West	
6:00	2	74	1	3	0	0	47	1	0	10	0	157	77	4	48	25	
6:15	1	37	7	5	8	0	70	1	2	12	0	124	105	14	78	31	
6:30	0	14	5	5	12	3	70	1	1	12	0	124	105	14	78	31	
6:45	4	110	0	13	4	6	60	1	15	11	7	227	122	20	86	55	
7:00	8	122	10	8	11	5	102	3	12	13	11	288	142	25	117	52	
7:15	7	105	4	18	35	11	104	1	27	14	10	315	157	44	131	52	
7:30	10	152	17	23	15	19	127	1	9	12	11	400	434	180	46	132	69
7:45	10	134	0	11	10	6	110	1	11	12	14	306	428	178	49	136	70
8:00	22	171	0	11	10	6	134	1	11	11	11	428	338	153	27	110	45
8:15	10	134	0	11	10	6	134	1	11	11	11	428	338	153	27	110	45
8:30	13	120	11	10	8	3	94	1	11	11	8	325	313	150	21	106	26
8:45	15	110	5	11	3	6	100	1	11	11	5	315	313	150	21	106	26
9:00	43	423	44	51	41	38	340	5	50	63	41	660	1228	510	421	177	177
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	500	455	74	63	44	33	442	5	61	79	27	125	1466	570	140	508	181
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	47	480	52	60	30	0	426	0	52	63	45	565	1413	581	156	480	184
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	34	462	61	57	46	44	442	0	67	87	33	630	1572	557	147	508	189
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	57	564	60	60	43	47	564	0	73	83	30	748	1632	620	169	579	174
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	17	120	17	16	18	8	118	0	23	16	7	145	387	163	44	143	38
15:15	18	150	19	20	13	13	132	2	31	15	11	144	400	167	46	138	44
15:30	16	156	16	16	16	16	144	2	29	22	11	135	432	152	54	110	51
15:45	10	156	14	16	16	12	135	0	25	12	12	117	407	147	46	118	48
16:00	22	170	24	15	12	21	135	0	27	21	14	144	428	150	40	134	42
16:15	18	156	20	16	16	16	144	0	27	14	14	144	428	150	40	134	42
16:30	18	156	20	16	16	16	144	0	27	14	14	144	428	150	40	134	42
16:45	14	153	23	15	15	15	138	1	35	34	16	148	437	160	46	138	42
17:00	24	150	21	15	12	15	138	1	35	34	16	148	437	160	46	138	42
17:15	17	150	21	15	12	15	138	1	35	34	16	148	437	160	46	138	42
17:30	17	150	21	15	12	15	138	1	35	34	16	148	437	160	46	138	42
17:45	25	111	27	27	16	14	114	0	25	17	8	132	431	170	52	185	37
18:00	52	402	64	48	22	16	440	0	25	17	8	132	431	170	52	185	37
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	41	212	81	60	9	41	282	2	43	70	22	321	888	337	100	337	114
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	32	184	50	31	10	33	225	2	42	30	0	289	689	245	78	282	42
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL Count	729	6037	1075	606	276	125	3453	42	1001	376	132	1066	7334	2707	714	224	224
24hr Volume	113	7626	1120	688	334	608	2410	41	1180	1077	164	1266	8370	2887	714	224	224

73 582 88 76 54 68 75 5 138 102 49 120

102
 49
 120
 88
 7
 135
 68

Summary of Traffic Count Transportation Development Division

Site: 20012011
 County: Lane
 City: Junction City
 Date: 2/7/2011
 Hours: 3:00 PM-6:00 PM
 Highway #: 7075
 Location: 3 hr count 3-6P
 W 1st Ave. @ Oaklea Dr, -
 Milepoint:
 Count Number: 1.00
 Weather: Cloudy

Time of Day	Summary By Movements						TOTAL	Entering Volumes		
	N-E	N-W	E-N	E-W	W-N	W-E		North	East	West
15:00	11	22	16	11	10	13	83	33	27	23
15:15	9	16	10	19	4	12	70	25	29	16
15:30	9	12	6	8	4	7	46	21	14	11
15:45	7	10	17	17	7	10	68	17	34	17
16:00	18	9	12	19	8	14	80	27	31	22
16:15	8	16	10	15	6	15	70	24	25	21
16:30	7	5	13	18	6	7	56	12	31	13
16:45	10	6	14	17	11	10	68	16	31	21
17:00	6	13	18	18	3	10	68	19	36	13
17:15	12	8	19	13	5	12	69	20	32	17
17:30	7	7	17	20	9	10	70	14	37	19
17:45	12	9	14	14	11	10	70	21	28	21
Total Count	116	133	166	189	84	130	818	249	355	214
24hr Factor	1	1	1	1	1	1	1	1	1	1
24hr Volume	116	133	166	189	84	130	818	249	355	214

492.37
 53% 42 →
 71 ← 52%
 65 ← 48%

267
 214
 274
 274
 264
 264
 275
 277

Junction City Transportation System Plan

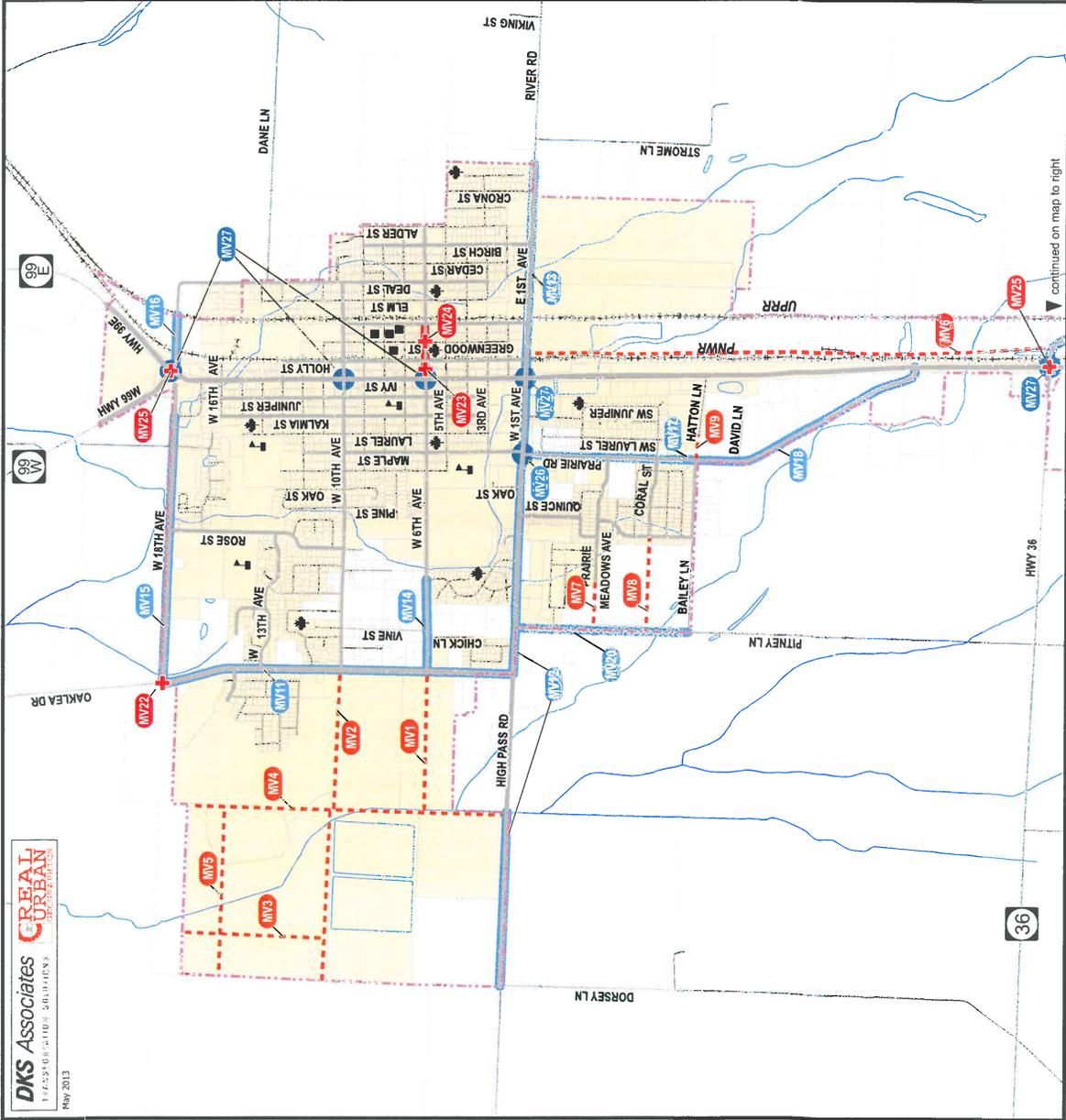
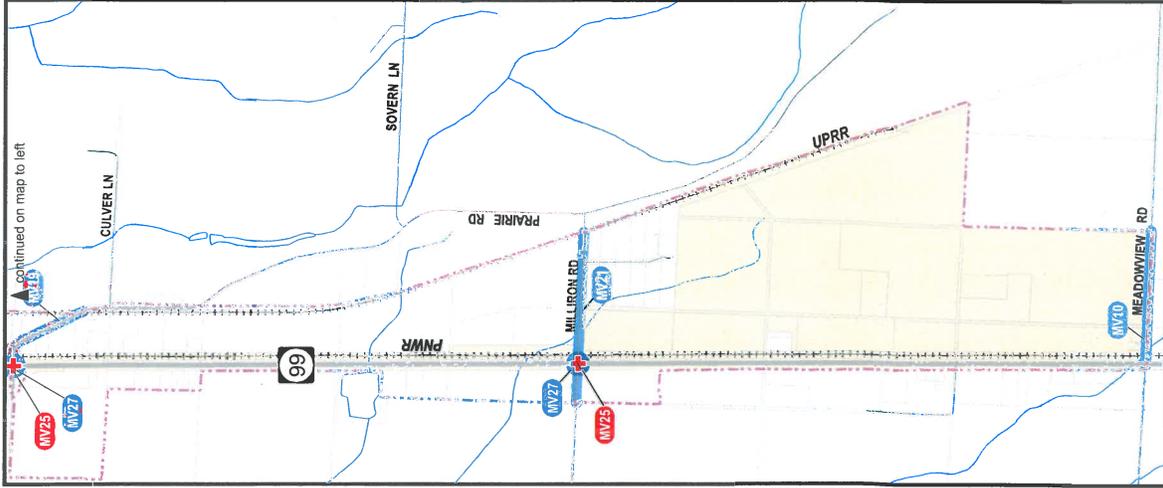
FIGURE 6

Proposed Motor Vehicle
Network Improvements

Legend

- XX MOTOR VEHICLE PROJECT NUMBER
- Network Improvements**
- ROADWAY MODERNIZATION
- - - NEW ROADWAYS/ROADWAY EXTENSIONS
- + SAFETY IMPROVEMENTS
- TRAFFIC OPERATIONS IMPROVEMENTS
- Places of Interest**
- CITY/GOVT
- + PARK
- ▲ SCHOOL

- CITY LIMITS
- URBAN GROWTH BOUNDARY
- TAX LOTS
- + + + + RAILROAD
- STREAM



Project ID	Roadway	Project Limits	Probable Construction Costs ^{##}	Project Description
MV23	6 th Avenue Access Improvements	OR 99 to Holly Street	\$4,000	Access improvements along 6 th Avenue to reduce potential conflicts
MV24	Restripe 6 th Avenue	OR 99 to Front Street	\$10,500	Convert from front-facing angle parking to parallel parking to provide consistent center-line
MV 25	OR99 Traffic Signal Upgrades	OR99E/OR99W, OR99/OR36, and OR99/Milliron Road	\$8,000	Upgrade signal head backplates with retroreflective borders. The remaining signal head upgrades are captured under the crossing improvement projects for the signals at OR99/10 th , OR99/6 th , and OR99/1st
Traffic Operations Improvements				
MV26	Intersection Improvement**	Maple Road/Prairie Road and 1 st Avenue intersection	\$796,000	Realign north and south approaches of intersection and add left turn lanes on all approaches
MV27	OR 99 Traffic Signal Optimization	OR 99E/OR 99W junction to Milliron Road	\$28,000	Periodically review traffic signal timings along OR 99 to optimize operations as needed to respond to changes in traffic volumes
Proposed Motor Vehicle Improvements Project Total			\$100,606,000	

*Impacts to historical cemetery must be considered in any widening plans along High Pass Road.

**Southbound approach (Maple Street) traffic operations perform at LOS E as a 2-way stop, exceeding the Junction City mobility standard of LOS D. Several mitigations were considered to address the forecasted mobility deficiency. An all-way stop, a southbound right-turn lane, and adding left-turn pockets on 1st Avenue would not improve performance enough to reach LOS D. To reach LOS D for the southbound turn (from Maple Street), 1st Avenue would need to be reconstructed to include a two-way center left-turn lane.

#Identified in Lane County TSP

##Probable construction costs should be used for planning purposes only. Each project cost estimate should be revisited when determining specific project funding needs.

Appendix D
Synchro Reports - 2014

1: 1st Street & Highway 99
 HCM Signalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2014 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Flt	1.00	0.93		1.00	0.91		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1618		1646	1598		1646	3244		1630	3172	
Flt Permitted	0.48	1.00		0.67	1.00		0.32	1.00		0.31	1.00	
Satd. Flow (perm)	843	1618		1165	1598		550	3244		529	3172	
Volume (vph)	104	65	51	73	77	107	105	670	72	67	526	116
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	118	74	58	83	88	122	118	753	81	73	572	126
RTOR Reduction (vph)	0	38	0	0	68	0	0	7	0	0	17	0
Lane Group Flow (vph)	118	94	0	83	142	0	118	827	0	73	681	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.6	11.6		11.6	11.6		40.9	34.1		36.3	31.8	
Effective Green, g (s)	11.6	11.6		11.6	11.6		40.9	34.1		36.3	31.8	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.66	0.55		0.58	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	157	302		217	298		481	1778		388	1622	
v/s Ratio Prot		0.08			0.13		c0.03	c0.26		0.01	0.22	
v/s Ratio Perm	c0.14			0.07			0.13			0.10		
v/c Ratio	0.75	0.31		0.38	0.48		0.25	0.47		0.19	0.42	
Uniform Delay, d1	23.9	21.8		22.2	22.6		4.3	8.5		5.7	9.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.2	0.6		1.1	1.2		0.3	0.2		0.2	0.2	
Delay (s)	42.1	22.4		23.3	23.8		4.6	8.7		6.0	9.6	
Level of Service	D	C		C	C		A	A		A	A	
Approach Delay (s)		31.7			23.7			8.2			9.3	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			13.2			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			62.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			57.7%			ICU Level of Service					B	
Analysis Period (min)			15									

c Critical Lane Group

2: 1st Street & Maple Street
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2014 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	101	4	61	191	18	24	25	34	14	14	12
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80	0.77	0.77	0.77
Hourly flow rate (vph)	21	119	5	69	217	20	30	31	42	18	18	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)					1159							
pX, platoon unblocked												
vC, conflicting volume	238			124			554	540	121	588	532	227
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	238			124			554	540	121	588	532	227
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			95			93	93	95	95	96	98
cM capacity (veh/h)	1341			1463			402	423	936	364	428	817
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	145	307	104	52								
Volume Left	21	69	30	18								
Volume Right	5	20	42	16								
cSH	1341	1463	535	466								
Volume to Capacity	0.02	0.05	0.19	0.11								
Queue Length 95th (ft)	1	4	18	9								
Control Delay (s)	1.2	2.0	13.3	13.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.2	2.0	13.3	13.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			35.4%		ICU Level of Service				A			
Analysis Period (min)			15									

3: Prairie Road & Highway 99
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2014 Existing PM Peak Hour

Movement	EBL 	EBR 	NBL 	NBT 	SBT 	SBR 
Lane Configurations				 	 	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	46	103	935	714	7
Peak Hour Factor	0.77	0.77	0.94	0.94	0.88	0.88
Hourly flow rate (vph)	6	60	110	995	811	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1532	410	819			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1532	410	819			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	90	86			
cM capacity (veh/h)	93	591	812			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	66	110	497	497	541	278
Volume Left	6	110	0	0	0	0
Volume Right	60	0	0	0	0	8
cSH	387	812	1700	1700	1700	1700
Volume to Capacity	0.17	0.14	0.29	0.29	0.32	0.16
Queue Length 95th (ft)	15	12	0	0	0	0
Control Delay (s)	16.2	10.1	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	16.2	1.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization		41.3%		ICU Level of Service		A
Analysis Period (min)			15			

4: David Lane & Prairie Road
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2014 Existing PM Peak Hour

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗			↘
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	1	1	95	2	1	55
Peak Hour Factor	0.50	0.50	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	2	2	119	2	1	69
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	191	120			121	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191	120			121	
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)	802	937			1479	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	121	70			
Volume Left	2	0	1			
Volume Right	2	2	0			
cSH	864	1700	1479			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.2	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			15.6%	ICU Level of Service	A	
Analysis Period (min)			15			

1: 1st Street & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2014 Existing PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150		0	175		0	250		0	220		0
Storage Lanes	1		0	1		0	1		0	1		0
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
Leading Detector (ft)	72	72		72	72		72	317		72	217	
Trailing Detector (ft)	2	2		2	2		2	157		2	107	
Turning Speed (mph)	20		15	20		15	20		15	20		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1159			852			5987			821	
Travel Time (s)		26.3			19.4			90.7			18.7	
Volume (vph)	104	65	51	73	77	107	105	670	72	67	526	116
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		8.0	30.0		8.0	30.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	18.0	41.0	0.0	15.0	38.0	0.0
Total Split (%)	37.8%	37.8%	0.0%	37.8%	37.8%	0.0%	20.0%	45.6%	0.0%	16.7%	42.2%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		14.0	37.0		11.0	34.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0			7.0		
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		14.0			14.0		
Pedestrian Calls (#/hr)	0	0		0	0		0			0		

Intersection Summary

Area Type: Other

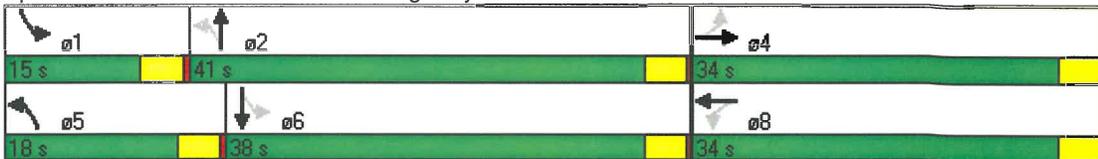
Cycle Length: 90

Actuated Cycle Length: 60.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 1st Street & Highway 99



2: 1st Street & Maple Street
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2014 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			35			25	
Link Distance (ft)		670			1159			3211			511	
Travel Time (s)		15.2			26.3			62.6			13.9	
Volume (vph)	18	101	4	61	191	18	24	25	34	14	14	12
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80	0.77	0.77	0.77
Heavy Vehicles (%)	0%	2%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

3: Prairie Road & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2014 Existing PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Turning Speed (mph)	20	15	20			9
Link Speed (mph)	45			55	45	
Link Distance (ft)	3285			1304	5987	
Travel Time (s)	49.8			16.2	90.7	
Volume (vph)	5	46	103	935	714	7
Peak Hour Factor	0.77	0.77	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	2%	2%	1%	4%	4%	1%
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

4: David Lane & Prairie Road
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2014 Existing PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15	9		9	15	
Link Speed (mph)	25		45			35
Link Distance (ft)	929		3285			3211
Travel Time (s)	25.3		49.8			62.6
Volume (vph)	1	1	95	2	1	55
Peak Hour Factor	0.50	0.50	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Appendix E

Synchro & SimTraffic Reports - 2015

2: 1st Street & Maple Street
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2015 PM Peak Hour - Proposed Zoning

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	110	10	98	200	20	27	32	52	15	24	15
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80	0.77	0.77	0.77
Hourly flow rate (vph)	24	129	12	111	227	23	34	40	65	19	31	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)					1159							
pX, platoon unblocked												
vC, conflicting volume	250			141			679	655	135	729	650	239
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	250			141			679	655	135	729	650	239
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			92			89	89	93	93	91	98
cM capacity (veh/h)	1327			1442			310	352	919	269	354	805
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	165	361	139	70								
Volume Left	24	111	34	19								
Volume Right	12	23	65	19								
cSH	1327	1442	473	380								
Volume to Capacity	0.02	0.08	0.29	0.18								
Queue Length 95th (ft)	1	6	30	17								
Control Delay (s)	1.2	2.9	15.7	16.6								
Lane LOS	A	A	C	C								
Approach Delay (s)	1.2	2.9	15.7	16.6								
Approach LOS			C	C								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			40.8%		ICU Level of Service				A			
Analysis Period (min)			15									

3: Prairie Road & Highway 99
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2015 PM Peak Hour - Proposed Zoning

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↙	↕	↕	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	53	116	950	735	7
Peak Hour Factor	0.77	0.77	0.94	0.94	0.88	0.88
Hourly flow rate (vph)	6	69	123	1011	835	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1591	422	843			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1591	422	843			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	88	84			
cM capacity (veh/h)	83	581	795			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	75	123	505	505	557	286
Volume Left	6	123	0	0	0	0
Volume Right	69	0	0	0	0	8
cSH	383	795	1700	1700	1700	1700
Volume to Capacity	0.20	0.16	0.30	0.30	0.33	0.17
Queue Length 95th (ft)	18	14	0	0	0	0
Control Delay (s)	16.7	10.4	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	16.7	1.1			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			

4: David Lane & Prairie Road
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2015 PM Peak Hour - Proposed Zoning



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			R
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	8	27	100	13	47	60
Peak Hour Factor	0.75	0.75	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	36	125	16	59	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	326	133			141	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	326	133			141	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	96			96	
cM capacity (veh/h)	645	921			1454	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	47	141	134			
Volume Left	11	0	59			
Volume Right	36	16	0			
cSH	839	1700	1454			
Volume to Capacity	0.06	0.08	0.04			
Queue Length 95th (ft)	4	0	3			
Control Delay (s)	9.5	0.0	3.5			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	3.5			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization		22.9%		ICU Level of Service		A
Analysis Period (min)			15			

1: 1st Street & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Existing Zoning



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150		0	175		0	250		0	220		0
Storage Lanes	1		0	1		0	1		0	1		0
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
Leading Detector (ft)	72	72		72	72		72	317		72	217	
Trailing Detector (ft)	2	2		2	2		2	157		2	107	
Turning Speed (mph)	20		15	20		15	20		15	20		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1159			852			5987			821	
Travel Time (s)		26.3			19.4			90.7			18.7	
Volume (vph)	110	70	55	75	80	110	110	695	75	70	540	120
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		8.0	30.0		8.0	30.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	19.0	40.0	0.0	16.0	37.0	0.0
Total Split (%)	37.8%	37.8%	0.0%	37.8%	37.8%	0.0%	21.1%	44.4%	0.0%	17.8%	41.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		15.0	36.0		12.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	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		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other

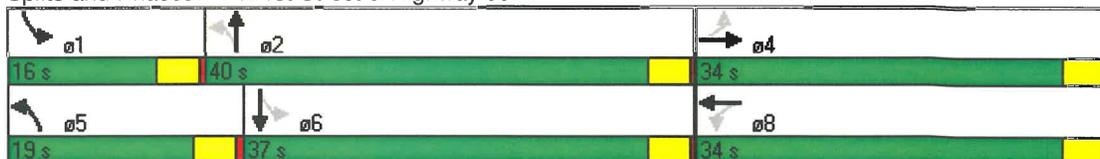
Cycle Length: 90

Actuated Cycle Length: 57.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 1st Street & Highway 99



2: 1st Street & Maple Street
Lanes, Volumes, Timings

Guaranty Zone Change TIA
201 5 PM Peak Hour - Existing Zoning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			35			25	
Link Distance (ft)		670			1159			3211			511	
Travel Time (s)		15.2			26.3			62.6			13.9	
Volume (vph)	20	110	5	65	200	20	25	25	35	15	15	15
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80	0.77	0.77	0.77
Heavy Vehicles (%)	0%	2%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

3: Prairie Road & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Existing Zoning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Turning Speed (mph)	20	15	20			9
Link Speed (mph)	45			55	45	
Link Distance (ft)	3285			1304	5987	
Travel Time (s)	49.8			16.2	90.7	
Volume (vph)	5	46	105	950	735	7
Peak Hour Factor	0.77	0.77	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	2%	2%	1%	4%	4%	1%
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

4: David Lane & Prairie Road
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Existing Zoning

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15	9		9	15	
Link Speed (mph)	25		45			35
Link Distance (ft)	929		3285			3211
Travel Time (s)	25.3		49.8			62.6
Volume (vph)	1	1	100	2	1	60
Peak Hour Factor	0.50	0.50	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: 1st Street & Highway 99
 HCM Signalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2015 PM Peak Hour - Existing Zoning

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Fr't	1.00	0.93		1.00	0.91		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1619		1646	1598		1646	3244		1630	3171	
Flt Permitted	0.48	1.00		0.66	1.00		0.31	1.00		0.29	1.00	
Satd. Flow (perm)	842	1619		1142	1598		530	3244		506	3171	
Volume (vph)	110	70	55	75	80	110	110	695	75	70	540	120
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	125	80	62	85	91	125	124	781	84	76	587	130
RTOR Reduction (vph)	0	37	0	0	66	0	0	7	0	0	16	0
Lane Group Flow (vph)	125	105	0	85	150	0	124	858	0	76	701	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm		Perm		pm+pt		pm+pt		pm+pt		pm+pt	
Protected Phases	4		8		5		2		1		6	
Permitted Phases	4		8		2		6		6		6	
Actuated Green, G (s)	11.3	11.3		11.3	11.3		38.5	32.1		33.9	29.8	
Effective Green, g (s)	11.3	11.3		11.3	11.3		38.5	32.1		33.9	29.8	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.65	0.54		0.57	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	307		217	303		463	1750		366	1588	
v/s Ratio Prot		0.09			0.14		c0.03	c0.27		0.01	0.23	
v/s Ratio Perm	c0.15			0.07			0.14			0.10		
v/c Ratio	0.78	0.34		0.39	0.49		0.27	0.49		0.21	0.44	
Uniform Delay, d1	22.9	20.9		21.1	21.5		4.4	8.6		5.9	9.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.5	0.7		1.2	1.3		0.3	0.2		0.3	0.2	
Delay (s)	44.4	21.5		22.3	22.8		4.7	8.8		6.1	9.7	
Level of Service	D	C		C	C		A	A		A	A	
Approach Delay (s)		32.3			22.7			8.3			9.4	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			13.2	HCM Level of Service				B				
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			59.5	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			59.5%	ICU Level of Service				B				
Analysis Period (min)			15									

c Critical Lane Group

1: 1st Street & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Proposed Zoning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150		0	175		0	250		0	220		0
Storage Lanes	1		0	1		0	1		0	1		0
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
Leading Detector (ft)	72	72		72	72		72	317		72	217	
Trailing Detector (ft)	2	2		2	2		2	157		2	107	
Turning Speed (mph)	20		15	20		15	20		15	20		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1159			852			5987			821	
Travel Time (s)		26.3			19.4			90.7			18.7	
Volume (vph)	121	76	56	75	94	110	112	695	75	70	540	138
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		8.0	30.0		8.0	30.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	19.0	40.0	0.0	16.0	37.0	0.0
Total Split (%)	37.8%	37.8%	0.0%	37.8%	37.8%	0.0%	21.1%	44.4%	0.0%	17.8%	41.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		15.0	36.0		12.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Intersection Summary

Area Type: Other

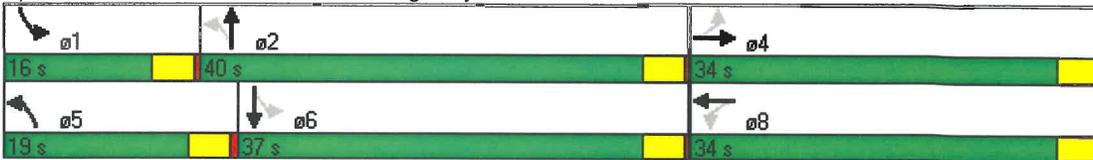
Cycle Length: 90

Actuated Cycle Length: 59.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 1st Street & Highway 99



2: 1st Street & Maple Street
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Proposed Zoning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			35			25	
Link Distance (ft)		670			1159			3211			511	
Travel Time (s)		15.2			26.3			62.6			13.9	
Volume (vph)	20	110	10	98	200	20	27	32	52	15	24	15
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.80	0.80	0.80	0.77	0.77	0.77
Heavy Vehicles (%)	0%	2%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

3: Prairie Road & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Proposed Zoning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Turning Speed (mph)	20	15	20			9
Link Speed (mph)	45			55	45	
Link Distance (ft)	3285			1304	5987	
Travel Time (s)	49.8			16.2	90.7	
Volume (vph)	5	53	116	950	735	7
Peak Hour Factor	0.77	0.77	0.94	0.94	0.88	0.88
Heavy Vehicles (%)	2%	2%	1%	4%	4%	1%
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

4: David Lane & Prairie Road
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2015 PM Peak Hour - Proposed Zoning

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15	9		9	15	
Link Speed (mph)	25		45			35
Link Distance (ft)	929		3285			3211
Travel Time (s)	25.3		49.8			62.6
Volume (vph)	8	27	100	13	47	60
Peak Hour Factor	0.75	0.75	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: 1st Street & Highway 99
 HCM Signalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2015 PM Peak Hour - Proposed Zoning

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Fr _t	1.00	0.94		1.00	0.92		1.00	0.99		1.00	0.97	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1622		1646	1609		1646	3244		1630	3160	
Fl _t Permitted	0.45	1.00		0.64	1.00		0.29	1.00		0.29	1.00	
Satd. Flow (perm)	793	1622		1101	1609		509	3244		501	3160	
Volume (vph)	121	76	56	75	94	110	112	695	75	70	540	138
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	138	86	64	85	107	125	126	781	84	76	587	150
RTOR Reduction (vph)	0	36	0	0	56	0	0	7	0	0	20	0
Lane Group Flow (vph)	138	114	0	85	176	0	126	858	0	76	717	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.7	12.7		12.7	12.7		39.9	33.3		35.1	30.9	
Effective Green, g (s)	12.7	12.7		12.7	12.7		39.9	33.3		35.1	30.9	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.64	0.54		0.56	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	162	331		225	329		447	1737		359	1570	
v/s Ratio Prot		0.09			0.14		c0.03	c0.27		0.01	0.23	
v/s Ratio Perm	c0.17			0.08			0.15			0.11		
v/c Ratio	0.85	0.34		0.38	0.54		0.28	0.49		0.21	0.46	
Uniform Delay, d1	23.8	21.2		21.3	22.1		4.8	9.1		6.3	10.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	32.6	0.6		1.1	1.7		0.3	0.2		0.3	0.2	
Delay (s)	56.5	21.8		22.4	23.8		5.2	9.4		6.6	10.4	
Level of Service	E	C		C	C		A	A		A	B	
Approach Delay (s)		38.4			23.4			8.8			10.0	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM Average Control Delay			14.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			62.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			61.0%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

Intersection: 1: 1st Street & Highway 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	135	120	113	155	77	223	214	71	165	159
Average Queue (ft)	56	49	46	62	36	83	84	31	79	70
95th Queue (ft)	101	98	89	117	68	159	156	61	139	133
Link Distance (ft)	1080		803		5907		5907		783	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		175		250		220			
Storage Blk Time (%)	0.00	0.00	0.00		0.00					
Queuing Penalty (veh)	0	0	0		0					

Intersection: 2: 1st Street & Maple Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	58	75	48
Average Queue (ft)	6	7	36	23
95th Queue (ft)	28	32	62	47
Link Distance (ft)	642	1080	3155	476
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Prairie Road & Highway 99

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	57	61
Average Queue (ft)	21	24
95th Queue (ft)	44	49
Link Distance (ft)	3199	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: David Lane & Prairie Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	6
Average Queue (ft)	2	0
95th Queue (ft)	16	5
Link Distance (ft)	901	3155
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: 1st Street & Highway 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	133	134	95	163	85	208	209	67	176	180
Average Queue (ft)	61	50	41	69	34	80	81	28	84	79
95th Queue (ft)	110	98	75	121	68	158	163	56	148	148
Link Distance (ft)	1080		803		5907		5907		783	783
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		175		250		220			
Storage Blk Time (%)	0.00	0.00	0.00		0.00		0.00		0.00	
Queuing Penalty (veh)	0	0	0		0		0		0	

Intersection: 2: 1st Street & Maple Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	78	92	65
Average Queue (ft)	5	14	40	27
95th Queue (ft)	26	50	68	50
Link Distance (ft)	642	1080	3155	476
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Prairie Road & Highway 99

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	58	56
Average Queue (ft)	24	24
95th Queue (ft)	48	47
Link Distance (ft)	3199	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: David Lane & Prairie Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	49
Average Queue (ft)	22	7
95th Queue (ft)	47	33
Link Distance (ft)	901	3155
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Appendix F

Synchro & SimTraffic Reports - 2035

1: 1st Street & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150		0	175		0	250		0	220		0
Storage Lanes	1		0	1		0	1		0	1		0
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
Leading Detector (ft)	72	72		72	72		72	317		72	217	
Trailing Detector (ft)	2	2		2	2		2	157		2	107	
Turning Speed (mph)	20		15	20		15	20		15	20		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1159			852			5987			821	
Travel Time (s)		26.3			19.4			90.7			18.7	
Volume (vph)	201	126	96	100	119	145	197	1235	135	100	780	193
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	4%	1%	3%	0%	3%	0%	0%	4%	1%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		8.5	30.0		10.0	30.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	15.2	46.0	0.0	10.0	40.8	0.0
Total Split (%)	37.8%	37.8%	0.0%	37.8%	37.8%	0.0%	16.9%	51.1%	0.0%	11.1%	45.3%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		11.2	41.0		6.0	35.8	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	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		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other

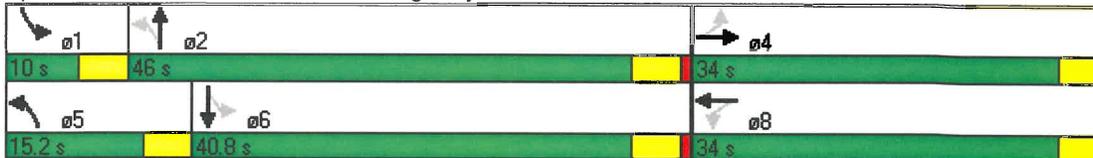
Cycle Length: 90

Actuated Cycle Length: 83

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 1st Street & Highway 99



2: 1st Street & Maple Street
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			35			25	
Link Distance (ft)		670			1159			3211			511	
Travel Time (s)		15.2			26.3			62.6			13.9	
Volume (vph)	30	260	10	112	490	30	32	37	62	24	33	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type	Other											
Control Type:	Unsignalized											

3: Prairie Road & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Turning Speed (mph)	20	15	20			9
Link Speed (mph)	45			55	45	
Link Distance (ft)	3285			1304	5987	
Travel Time (s)	49.8			16.2	90.7	
Volume (vph)	5	67	176	1490	1095	10
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	1%	4%	4%	1%
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

4: David Lane & Prairie Road
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15	9		9	15	
Link Speed (mph)	25		45			35
Link Distance (ft)	929		3285			3211
Travel Time (s)	25.3		49.8			62.6
Volume (vph)	8	27	125	13	47	75
Peak Hour Factor	0.75	0.75	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: 1st Street & Highway 99
 HCM Signalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Existing Zoning

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Fr't	1.00	0.93		1.00	0.91		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1617		1646	1598		1646	3243		1630	3170	
Flt Permitted	0.43	1.00		0.49	1.00		0.15	1.00		0.11	1.00	
Satd. Flow (perm)	759	1617		851	1598		259	3243		190	3170	
Volume (vph)	190	120	95	100	105	145	195	1235	135	100	780	175
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	133	106	111	117	161	205	1300	142	105	821	184
RTOR Reduction (vph)	0	33	0	0	57	0	0	9	0	0	21	0
Lane Group Flow (vph)	211	206	0	111	221	0	205	1433	0	105	984	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	24.6	24.6		24.6	24.6		49.4	42.5		39.0	36.1	
Effective Green, g (s)	24.6	24.6		24.6	24.6		49.4	42.5		39.0	36.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.60	0.52		0.48	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	228	485		255	479		313	1681		141	1396	
v/s Ratio Prot		0.15			0.17		c0.07	c0.44		0.03	0.32	
v/s Ratio Perm	c0.28			0.13			0.32			0.33		
v/c Ratio	0.93	0.42		0.44	0.46		0.65	0.85		0.74	0.70	
Uniform Delay, d1	27.8	23.0		23.1	23.3		11.2	17.0		15.2	18.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	39.3	0.6		1.2	0.7		4.9	4.4		19.0	1.6	
Delay (s)	67.1	23.6		24.3	24.0		16.1	21.5		34.2	20.3	
Level of Service	E	C		C	C		B	C		C	C	
Approach Delay (s)		44.0			24.1			20.8			21.6	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay			24.3			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			82.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			88.2%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

2: 1st Street & Maple Street
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Existing Zoning

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	30	260	5	80	490	30	30	30	45	24	24	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	33	289	6	89	544	33	35	35	53	28	28	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							0			0		
Upstream signal (ft)					1159							
pX, platoon unblocked												
vC, conflicting volume	578			294			1123	1114	292	1165	1100	561
vC1, stage 1 conf vol							358	358		739	739	
vC2, stage 2 conf vol							765	756		426	361	
vCu, unblocked vol	578			294			1123	1114	292	1165	1100	561
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			93			80	83	93	84	87	95
cM capacity (veh/h)	1006			1267			175	210	752	181	216	531
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	33	294	89	578	35	88	28	56				
Volume Left	33	0	89	0	35	0	28	0				
Volume Right	0	6	0	33	0	53	0	28				
cSH	1006	1700	1267	1700	175	370	181	307				
Volume to Capacity	0.03	0.17	0.07	0.34	0.20	0.24	0.16	0.18				
Queue Length 95th (ft)	3	0	6	0	18	23	13	17				
Control Delay (s)	8.7	0.0	8.1	0.0	30.6	17.7	28.5	19.3				
Lane LOS	A		A		D	C	D	C				
Approach Delay (s)	0.9		1.1		21.4		22.4					
Approach LOS					C		C					
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			51.8%		ICU Level of Service			A				
Analysis Period (min)			15									

3: Prairie Road & Highway 99
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Existing Zoning

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘ ↙		↘	↑↑	↑↓	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	60	165	1490	1095	10
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	71	174	1568	1153	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2289	582	1163			
vC1, stage 1 conf vol	1158					
vC2, stage 2 conf vol	1132					
vCu, unblocked vol	2289	582	1163			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	85	71			
cM capacity (veh/h)	83	457	602			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	76	174	784	784	768	395
Volume Left	6	174	0	0	0	0
Volume Right	71	0	0	0	0	11
cSH	339	602	1700	1700	1700	1700
Volume to Capacity	0.23	0.29	0.46	0.46	0.45	0.23
Queue Length 95th (ft)	21	30	0	0	0	0
Control Delay (s)	18.7	13.4	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	18.7	1.3	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			57.5%	ICU Level of Service	B	
Analysis Period (min)			15			

4: David Lane & Prairie Road
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Existing Zoning

	↙	↘	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘ ↙		↑			↗ ↘
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	1	1	125	2	1	75
Peak Hour Factor	0.50	0.50	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	2	147	2	1	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	239	148			149	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	239	148			149	
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)	753	904			1444	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	149	89			
Volume Left	2	0	1			
Volume Right	2	2	0			
cSH	822	1700	1444			
Volume to Capacity	0.00	0.09	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.4	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			17.3%	ICU Level of Service	A	
Analysis Period (min)			15			

1: 1st Street & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	150		0	175		0	250		0	220		0
Storage Lanes	1		0	1		0	1		0	1		0
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
Leading Detector (ft)	72	72		72	72		72	317		72	217	
Trailing Detector (ft)	2	2		2	2		2	157		2	107	
Turning Speed (mph)	20		15	20		15	20		15	20		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1159			852			5987			821	
Travel Time (s)		26.3			19.4			90.7			18.7	
Volume (vph)	201	126	96	100	119	145	197	1235	135	100	780	193
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	1%	4%	1%	3%	0%	3%	0%	0%	4%	1%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		8.5	30.0		10.0	30.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	15.2	46.0	0.0	10.0	40.8	0.0
Total Split (%)	37.8%	37.8%	0.0%	37.8%	37.8%	0.0%	16.9%	51.1%	0.0%	11.1%	45.3%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		11.2	41.0		6.0	35.8	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	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		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Intersection Summary

Area Type: Other

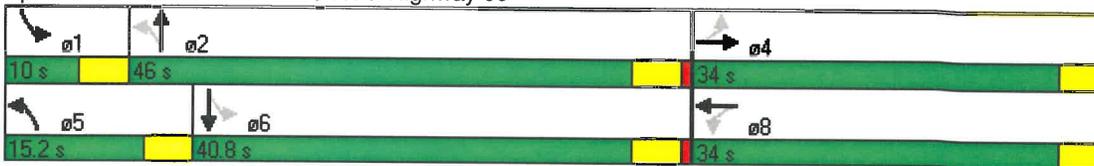
Cycle Length: 90

Actuated Cycle Length: 83

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: 1st Street & Highway 99



2: 1st Street & Maple Street
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			35				25
Link Distance (ft)		670			1159			3211				511
Travel Time (s)		15.2			26.3			62.6				13.9
Volume (vph)	30	260	10	112	490	30	32	37	62	24	33	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%
Sign Control		Free			Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

3: Prairie Road & Highway 99
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Turning Speed (mph)	20	15	20			9
Link Speed (mph)	45			55	45	
Link Distance (ft)	3285			1304	5987	
Travel Time (s)	49.8			16.2	90.7	
Volume (vph)	5	67	176	1490	1095	10
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	1%	4%	4%	1%
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: David Lane & Prairie Road
Lanes, Volumes, Timings

Guaranty Zone Change TIA
2035 PM Peak Hour - Proposed Zoning

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Turning Speed (mph)	15	9		9	15	
Link Speed (mph)	25		45			35
Link Distance (ft)	929		3285			3211
Travel Time (s)	25.3		49.8			62.6
Volume (vph)	8	27	125	13	47	75
Peak Hour Factor	0.75	0.75	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

1: 1st Street & Highway 99
 HCM Signalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Proposed Zoning

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Fr't	1.00	0.94		1.00	0.92		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1629		1599	1573		1662	3190		1662	3120	
Flt Permitted	0.43	1.00		0.49	1.00		0.13	1.00		0.11	1.00	
Satd. Flow (perm)	747	1629		826	1573		228	3190		201	3120	
Volume (vph)	201	126	96	100	119	145	197	1235	135	100	780	193
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	223	140	107	111	132	161	207	1300	142	105	821	203
RTOR Reduction (vph)	0	31	0	0	50	0	0	9	0	0	24	0
Lane Group Flow (vph)	223	216	0	111	243	0	207	1433	0	105	1000	0
Heavy Vehicles (%)	0%	0%	1%	4%	1%	3%	0%	3%	0%	0%	4%	1%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.7	26.7		26.7	26.7		47.9	39.5		38.3	33.9	
Effective Green, g (s)	26.7	26.7		26.7	26.7		48.9	40.5		39.3	34.9	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.58	0.48		0.47	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	520		264	502		305	1545		171	1302	
v/s Ratio Prot		0.15			0.19		c0.08	c0.45		0.03	0.33	
v/s Ratio Perm	c0.30			0.13			0.32			0.26		
v/c Ratio	0.93	0.41		0.42	0.48		0.68	0.93		0.61	0.77	
Uniform Delay, d1	27.6	22.3		22.4	22.9		12.7	20.2		16.1	20.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	40.0	0.5		1.1	0.7		5.9	10.0		6.4	2.8	
Delay (s)	67.6	22.9		23.5	23.6		18.6	30.2		22.5	23.7	
Level of Service	E	C		C	C		B	C		C	C	
Approach Delay (s)		44.1			23.6			28.7			23.6	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay			28.5			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			83.6			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			89.6%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

2: 1st Street & Maple Street
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Proposed Zoning

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	30	260	10	112	490	30	32	37	62	24	33	24	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	32	274	11	118	516	32	38	44	73	28	39	28	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							TWLTL	TWLTL					
Median storage (veh)							0	0					
Upstream signal (ft)	1159												
pX, platoon unblocked													
vC, conflicting volume	547	284			1141			1125	279	1199	1115	532	
vC1, stage 1 conf vol							342	342	767			767	
vC2, stage 2 conf vol							799	783	432			347	
vCu, unblocked vol	547	284			1141			1125	279	1199	1115	532	
tC, single (s)	4.1	4.1			7.1			6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)							6.1	5.5	6.1			5.5	
tF (s)	2.2	2.2			3.5			4.0	3.3	3.5	4.0	3.3	
p0 queue free %	97	91			77			78	90	83	81	95	
cM capacity (veh/h)	1032	1278			161			202	765	164	207	552	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	32	284	118	547	38	116	28	67					
Volume Left	32	0	118	0	38	0	28	0					
Volume Right	0	11	0	32	0	73	0	28					
cSH	1032	1700	1278	1700	161	375	164	280					
Volume to Capacity	0.03	0.17	0.09	0.32	0.23	0.31	0.17	0.24					
Queue Length 95th (ft)	2	0	8	0	22	33	15	23					
Control Delay (s)	8.6	0.0	8.1	0.0	34.1	18.9	31.5	21.8					
Lane LOS	A		A		D	C	D	C					
Approach Delay (s)	0.9	1.4		22.6			24.7						
Approach LOS			C			C							
Intersection Summary													
Average Delay			5.7										
Intersection Capacity Utilization			51.9%			ICU Level of Service		A					
Analysis Period (min)			15										

3: Prairie Road & Highway 99
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Proposed Zoning

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	67	176	1490	1095	10
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	79	185	1568	1153	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2313	582	1163			
vC1, stage 1 conf vol	1158					
vC2, stage 2 conf vol	1155					
vCu, unblocked vol	2313	582	1163			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	83	69			
cM capacity (veh/h)	80	457	602			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	85	185	784	784	768	395
Volume Left	6	185	0	0	0	0
Volume Right	79	0	0	0	0	11
cSH	344	602	1700	1700	1700	1700
Volume to Capacity	0.25	0.31	0.46	0.46	0.45	0.23
Queue Length 95th (ft)	24	33	0	0	0	0
Control Delay (s)	18.8	13.6	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	18.8	1.4			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		58.6%		ICU Level of Service	B	
Analysis Period (min)			15			

4: David Lane & Prairie Road
 HCM Unsignalized Intersection Capacity Analysis

Guaranty Zone Change TIA
 2035 PM Peak Hour - Proposed Zoning



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	8	27	125	13	47	75
Peak Hour Factor	0.75	0.75	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	36	147	15	55	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	155			162	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	155			162	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	96			96	
cM capacity (veh/h)	623	896			1429	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	47	162	144			
Volume Left	11	0	55			
Volume Right	36	15	0			
cSH	815	1700	1429			
Volume to Capacity	0.06	0.10	0.04			
Queue Length 95th (ft)	5	0	3			
Control Delay (s)	9.7	0.0	3.1			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	3.1			
Approach LOS	A					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			28.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection: 1: 1st Street & Highway 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	175	258	150	246	223	430	449	131	292	283
Average Queue (ft)	98	95	61	96	73	211	225	48	156	160
95th Queue (ft)	163	203	121	181	153	366	388	94	249	253
Link Distance (ft)	1074		803		5907		5907		783	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		175		250		220			
Storage Blk Time (%)	0.03	0.02	0.00	0.01	0.03				0.01	
Queuing Penalty (veh)	7	3	0	1	5				1	

Intersection: 2: 1st Street & Maple Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	36	4	60	9	57	78	42	60
Average Queue (ft)	11	0	18	0	22	34	17	29
95th Queue (ft)	35	3	47	3	51	65	42	54
Link Distance (ft)	636		1074		3155		476	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: Prairie Road & Highway 99

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	88	103	4	4
Average Queue (ft)	30	40	0	0
95th Queue (ft)	66	78	3	3
Link Distance (ft)	3199		5907	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: David Lane & Prairie Road

Movement	WB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	895
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 1: 1st Street & Highway 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	175	293	200	258	275	464	478	188	345	369
Average Queue (ft)	111	100	66	114	90	239	245	56	190	191
95th Queue (ft)	181	214	137	205	204	407	407	125	297	303
Link Distance (ft)		1074		803		5907	5907		783	783
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		175		250			220		
Storage Blk Time (%)	0.05	0.02	0.00	0.03		0.05			0.04	
Queuing Penalty (veh)	11	3	0	3		9			4	

Intersection: 2: 1st Street & Maple Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	36	5	66	13	49	99	52	67
Average Queue (ft)	11	0	20	0	21	49	16	31
95th Queue (ft)	35	3	50	5	48	83	43	55
Link Distance (ft)		636		1074		3155		476
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: Prairie Road & Highway 99

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	46	100	4	9
Average Queue (ft)	8	42	0	0
95th Queue (ft)	34	75	3	5
Link Distance (ft)	3199		5907	5907
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: David Lane & Prairie Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	45
Average Queue (ft)	22	5
95th Queue (ft)	46	26
Link Distance (ft)	895	3155
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 30



PLANNING ACTION REFERRAL
 REQUEST FOR COMMENTS

Date: July 16, 2014
From: Jordan Cogburn, City Planner, jcplanning@ci.junction-city.or.us
Staff Contact: Jordan Cogburn, City Planner, jcplanning@ci.junction-city.or.us
File #: A-14-01, AMD-14-01 & RZ-14-02

Date Mailed	Referral Agency	Response
	Junction City Administrator – M Bowers	
	Junction City Public Works Director – J Knope (HBH Consulting Engineers)	
	Junction City Police – Chief Chase (subdivisions)	
	Junction City, City Recorder – K Vodrup	
	Junction City Building Official – A Clair, Clair Company	
	Junction City Rural Fire Protection District - Chief Perry	
	Junction City School District – S White	
	Junction City Water Control District	
	Lane County Transportation – L McKinney	
	Lane County Land Management – M Laird	
	Lane Council of Governments - G. Darnielle	
	Lane County Surveyors	
	Lane County Clerk, C Betschart	
	ODOT Region 5, G Juster	
	Oregon Division of State Lands (special form required) (Wetlands)	
	Verizon (developments affecting underground cable Holly St BNSF RR) MCI	
	Century Link Engineering Grp 800.526.3557 (involves UP RR)	
	Comcast Serviceability (e)	
	Pacific Power - Doris Johnston (e)	
	Emerald People Utility District (EPUD) – T Jeffreys (e)	
	NW Natural – B Elder (R Berry-address changes) (e)	
	Lane Transit District – S Luftig (e)	

Applicant: ACTA, LLC
Property Owner: ACTA, LLC
Property Location: The subject parcels include 93660 & 93636 Highway 99S. All eight (8) of the subject parcels are on the west side of Highway 99S, south of David Lane and east of Prairie Road.

Assessors Map and Lot: 16-04-05-32 Lots: 00500, 00509, 00900, 01000, 01001, 01002, 01004 & 01006

Property Area: 13.28 acres
Plan Designation: Commercial/MDR/LDR
Zoning District: Lane County zonings of RR5 & C3

The applicant is requesting annexation into the city limits of Junction City. An application to rezone the property from County zoning to City zoning is being processed concurrent with the annexation application. The applicant has also submitted an application requesting an amendment to Junction City Municipal Code, Title 17, Zoning, specifically, to Chapter 17.15, R2 (Duplex Residential). The request is to amend Section 17.15.020, Conditional Uses, to add Recreational Vehicle Parks as a conditional use in R2 zones. The subject

property is located on the west side of Highway 99. A map of the location is attached to this referral. The annexation application and the rezone application each include eight (8) parcels 16-04-05-32, lots 500, 509, 900, 1000, 1001, 1002, 1004 & 1006).

This notice is being sent to you for your review, comment, and conditioning. In order for your comments to be included in the staff report, please have your comments in our office by **5:00 p.m. on Thursday, July 31, 2014**. If your comments are brief, you may use the response form below. You may send comments by mail at PO Box 250, Junction City Oregon, 97448; fax to 541.998.3140; or e-mail to jcplanning@ci.junction-city.or.us

_____ We are not affected by the proposal.
_____ We have reviewed the proposal and have no comments.
_____ Our comments are attached.
_____ Our comments are:



From: [INGRAM Daniel B](#)
To: [JC Planning](#)
Cc: [MCKINNEY Lydia](#); [WILKINSON Sarah W](#); [CLARK Lynnae M](#); [PARKER Laurie M](#); [PAUGH Jennifer A](#)
Subject: TP #10669, JC File No. A-14-01, Annexation, Prairie Rd.
Date: Monday, July 28, 2014 5:09:57 PM
Attachments: [LARS.pdf](#)

TP File: 10669
Junction City File No: A-14-01
Applicant: ACTA, LLC
Property Owner: ACTA, LLC
Property Location: Between Prairie Rd and Highway 99
Map & Tax Lots: Map 16-04-05-32; Tax Lots 00500, 00509, 00900, 01000, 01001, 01002, 01004, & 01006
Property Area: 13.28 acres
Plan Designation: Commerical/MDR/LDR
Zoning District: Lane County zonings of RR5 & C3

Proposal: Request for annexation into the city limits of Junction City.

Comments from Lane County Transportation Planning:

Map 16-04-05-32; Tax Lot numbers 00500, 00509, 00900, 01000, 01001, 01002, 01004, & 01006 are contiguous properties located within the urban growth boundary of the city of Junction City. Map 16-04-05-32; Tax Lot numbers 00500 and 01002 have frontage on Prairie Road. Map 16-04-05-32; Tax Lot numbers 00500 and 00509 have frontage on David Lane. Map 16-04-05-32; Tax Lot numbers 00900, 01000, 01001, and 01006 have frontage on Highway 99. Prairie Road is a Lane County maintained road, adjacent to the subject property, and is functionally classified as a rural Major Collector. For rural Collectors, the minimum right-of-way width for development setback purposes is 80 feet [LC 15.070(1)(c)(i)(ee)]. David Lane is a Local Access Road (LAR), and has a minimum right-of-way width of 50 feet for development setback purposes (Lane Code 15.070(1)(c)(iii)). An informational handout with regard to Local Access Roads is attached. Highway 99W is a State of Oregon facility subject to the jurisdiction of the Oregon Department of Transportation (ODOT). Transportation, access, and permitting issues within the right-of-way of Highway 99 should be directed to ODOT.

As mentioned in our June 27, 2014 e-mail on the subject, and following our meeting at Junction City Hall on June 20, 2014, Lane County strongly encourages Junction City to annex that portion of Prairie Road adjacent to the currently proposed annexation. The mere act of annexing the road section does not change jurisdiction of the road section, however, annexation now will provide the opportunity for future jurisdictional transfer when and if such a jurisdictional transfer is desired. Failing to annex this section at this time puts unnecessary difficulties in the potential future jurisdictional transfer. Therefore, Lane County recommends inclusion of that portion of Prairie Road adjacent to Map & Tax Lots 16-04-05-32-00500 and 16-04-05-32-01002 in the current annexation proposal.

For informational purposes, future development on this property is subject to the applicable requirements of Lane Code Chapter 15, including, but not limited to, the following:

LC 15.135 – General Access Requirements

(5) When an existing County Road is used to provide access to a vacant lot or parcel where development is proposed:

- a. the approach for the driveway or private access easement serving the property shall meet the access management requirements and spacing and sizing requirements of LC 15.137 through LC 15.139; and
- b. the County may require dedications of right-of-way or easements and improvements pursuant to

LC 15.105; and

- c. all work within the County Road right-of-way shall comply with the facility permit requirements of LC 15.205 through LC 15.210.

Lane Code 15.205 - Facility Permits

In accordance with Lane Code 15.205(1), a Facility Permit shall be required for placement of facilities within the right-of-way of County roads. Facilities and development includes, but is not limited to, road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, storm water facilities, or any other facility, thing, or appurtenance. A Facility Permit is required if an existing approach to a County road is used, in order to verify that the portion of the approach that is within the County right-of-way meets current County standards [LC 15.205(3)].

Please contact 541-682-6902 or visit

<http://www.lanecounty.org/Departments/PW/Engr/RightofWay/Pages/rowpermits.aspx> regarding facility permits.

Lane Manual 15.515 - Drainage

In accordance with Lane Manual 15.515, storm water runoff from private property shall not be directed to the Lane County road right-of-way, or into any Lane County drainage facility, including roadside ditches. Ditches adjacent to County roads are designed solely to accommodate roadway storm water runoff.

The County requests to receive notice of all future plan amendment, zone change, and/or development proposals for the subject property.

Thank you for providing the opportunity to comment on this proposal.

Daniel B. Ingram, P.E., P.L.S.

Senior Engineering Associate

Lane County Public Works

Phone: (541) 682-6996

e-mail: Daniel.Ingram@co.lane.or.us

**NOTICE OF PUBLIC HEARING
JUNCTION CITY PLANNING COMMISSION
ANNEXATION REQUEST A-14-01**

The Junction City Planning Commission will hold a public hearing **Tuesday, August 19, 2014 at 6:30 pm**, at City Hall, 680 Greenwood Street. The purpose of the public hearing is to take written and oral testimony on a proposed annexation request. The property proposed for annexation is indicated on the map included with this notice.

NATURE OF APPLICATION	Annexation
APPLICABLE CRITERIA	Applicable Statewide Planning Goals and provisions of the Junction City Comprehensive Plan Policies and Junction City Municipal Code Chapter 17.165.
APPLICANT	ACTA, LLC, 20 Hwy 99, Junction City OR 97448
STAFF CONTACT	Jordan Cogburn, City Planner 541-998-2153 or jcplanning@ci.junction-city.or.us
FILE NUMBERS	A-14-01

Citizens may present testimony for or against the request for annexation by submitting written comments or by giving oral testimony at the hearing. Written comments submitted prior to the Public Hearing are due by Monday, August 11, 2014. Written comments may be:

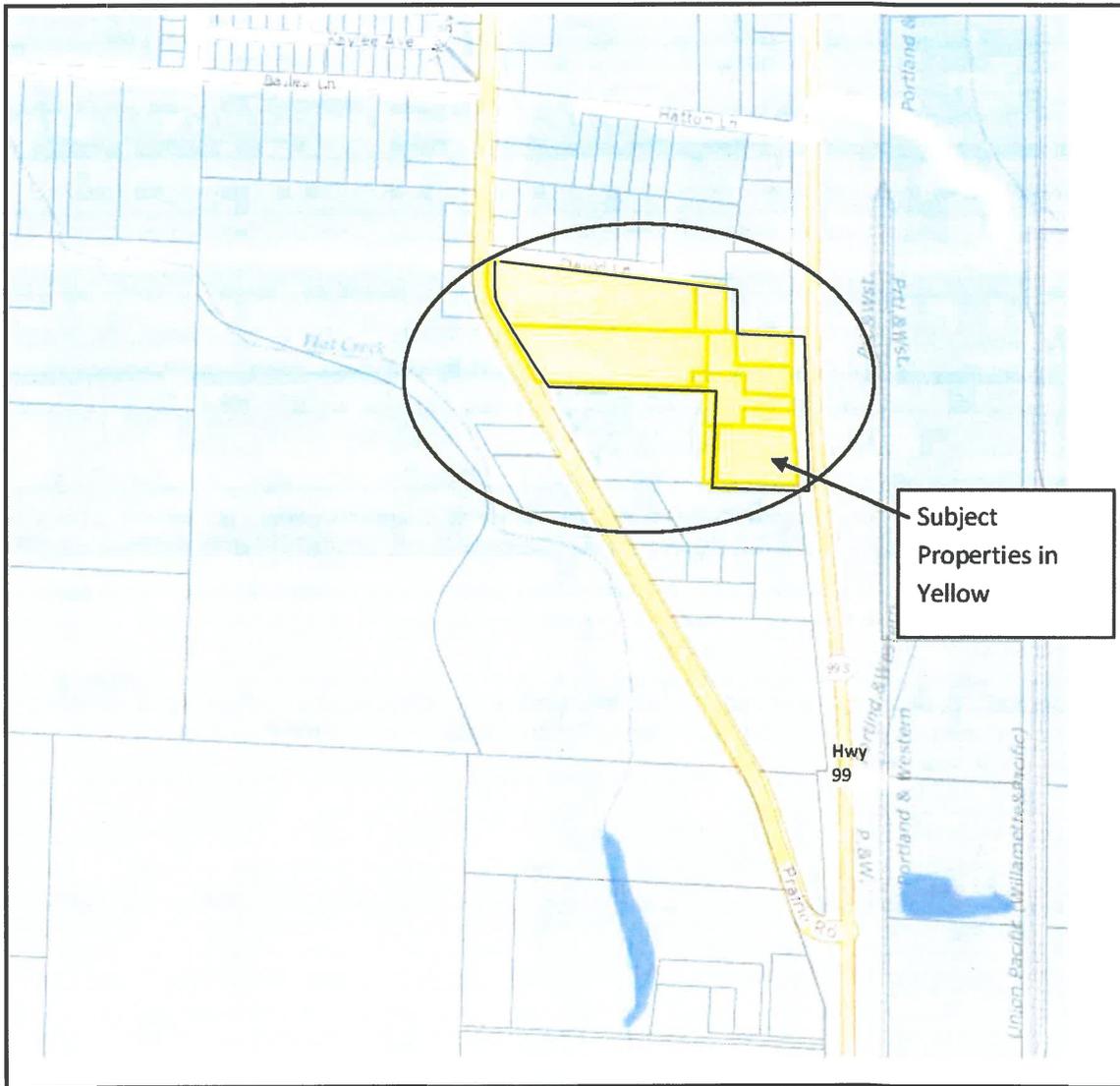
- submitted in person at City Hall, 680 Greenwood Street, weekdays between 8:00 am and 5:00 pm;
- mailed to the Planning Office, City of Junction City, PO Box 250, Junction City OR, 97448;
- faxed to (541) 998-3140; or
- e-mailed to jcplanning@ci.junction-city.or.us

Written comments can also be submitted to the Planning Commission at the Public Hearing on August 19, 2014.

The Planning Commission will review the request for compliance with applicable criteria based upon information in the application, and comments received and make a recommendation to the City Council. The Council in turn will hold a public hearing and make a final decision. Approval of the proposed annexation must include affirmative findings that comply with Junction City Municipal Code Chapter 17.165 and are consistent with the provisions of the Comprehensive Plan.

The staff report will be available for review at City Hall seven (7) days prior to the public hearing. Copies of the applicable Code, the staff report, and related documents can be reviewed at City Hall; on the City's website; or purchased for the cost of copying. The Junction City Municipal Code is on the city's website at www.junctioncityoregon.gov.

The public hearing will follow the city's land use hearing rules of procedure for a Legislative Decision. Failure to raise an issue at this opportunity for comment or hearing, in person or by letter, or failure to provide statements or evidence related to an issue sufficient to afford the decision maker an opportunity to respond to the issue, precludes reliance on that issue in any later appeal of the decision that will be made after consideration of statements and evidence submitted, including an appeal to the Oregon Land Use Board of Appeals based on that issue.



**PROPOSED FINAL ORDER
OF THE JUNCTION CITY PLANNING COMMISSION
ANNEXATION (A-14-01)
ACTA, LLC**

A. The Junction City Planning Commission finds the following:

- a. The property owner initiated the Annexation on April 23, 2014, as authorized by Junction City Municipal Code Chapter 17.165. The application was deemed complete May 21, 2014.
- b. The applicant submitted the application and information required by Junction City Municipal Code Section 17.165.090.
- c. The Junction City Planning Commission held a public hearing on August 19, 2014 after giving the required notice for Legislative decisions per Junction City Municipal Code 17.150.070 (A) (4) (d).
- d. The Junction City Planning Commission followed the required procedures for approving an annexation contained in JCMC 17.165.110 (A)-(D), Criteria and 17.150.090, Type VI Procedures, Legislative.

B. Condition of Approval:

1. An Annexation Agreement shall be signed prior to the effective date of the annexation.

C. IT IS HEREBY ORDERED THAT the Junction City Planning Commission recommends approval of the annexation and zone change for Tax Lots 700 and 400 on Lane County Assessor's Map # 16-04-08, subject to the Conditions of Approval listed above based on the following findings of fact:

CHAPTER 17.165 —ANNEXATION, WITHDRAWAL FROM SPECIAL DISTRICTS AFTER ANNEXATION, AND EXTRATERRITORIAL EXTENSIONS

17.165.050 Purpose.

The purpose of this article is to establish procedures relating to the annexation of territory into the City of Junction City and provide a process for the subsequent withdrawal of territory from special districts in accordance with applicable state statutes.

17.165.060 Applicability. These regulations apply to annexation applications as specified in this section. Other proposals permitted by ORS 222 shall be processed as provided in ORS 222.

FINDING: The City of Junction City JCMC Chapter 17.165 Annexation, Withdrawals, and Extraterritorial Extensions conforms to the provisions of Oregon Revised Statute 222— City

**PROPOSED FINAL ORDER
OF THE JUNCTION CITY PLANNING COMMISSION
ANNEXATION (A-14-01)
ACTA, LLC**

Boundary Changes; Mergers; Consolidations; Withdrawal as it pertains to annexations and thereby satisfies the above stated criteria.

17.165.070 Procedures. Annexation applications are reviewed under Type IV procedures per JCMC 17.150.070. The Planning Commission shall forward a written recommendation on the application to the City Council based on the approval criteria specified in JCMC 17.165.110 (A)-(D). The City Council shall approve proposed annexations and withdrawals by Ordinance.

Applicable criteria from 17.150.070: “(4) (a) Type IV procedure requires review by the Commission and the Council (except for withdrawals of property from special districts prior to annexations where only a review by the Council is required)...”; (4) (d) A minimum of two hearings, one before the Planning Commission and one before the City Council, are required for all Type IV applications, except for withdrawals of property from special districts prior to annexations where only a review by the Council is required. Procedures for these hearings are set forth in 17.150.090. Notice of the decision shall be sent to the applicant and any other person who submitted comments on the application during the time allotted for such submissions; (4) (e) The Commission may submit recommendations and findings regarding the proposal to the City Council.”

FINDING: The applicant submitted the Annexation application on April 23, 2014, and the City deemed the application complete on May 21, 2014. Staff reviewed the application in a manner that is consistent with the review procedures contained in 17.150.070. Staff scheduled a public hearing before the City of Junction City Planning Commission on August 19, 2014. The Planning Commission understood that at the conclusion of the public hearing the Planning Commission is required to make a recommendation to the City Council on the Final Order to approve, approve with conditions, deny, or to continue the public hearing to a future date. The procedures for Type IV application have been followed for the applicant's Annexation request. Therefore, the above stated criteria are satisfied.

17.165.080 Annexation Initiation. An annexation application may be initiated by City Council resolution, or by written consents from electors and/or property owners as provided for in this Section.

FINDING: The applicant, ACTA, LLC, Inc., initiated the annexation request and therefore, the initiation of annexation is permitted.

17.165.090 Application Requirements. In addition to the provisions specified in other sections of this Code, an annexation application shall include the following:

(A) A list of all owners, including partial holders of owner interest, within the affected territory, indicating for each owner:

1. The affected tax lots, including the township, section and range numbers;

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2. **The street or site addresses within the affected territory as shown in the Lane County Regional Land Information Database system (RLID);**
3. **A list of all eligible electors registered at an address within the affected territory; and**
4. **Signed petitions as required.**

FINDING: The applicant has requested annexation of Tax Lots 500, 509, 900, 1000, 1001, 1002, 1004 and 1006 on Lane County Assessor's Map #16-04-05. The applicant has submitted all of the required materials stated above for the annexation application. The materials submitted by the applicant have satisfied the above criteria.

(B) Written consents on City approved petition forms that are:

1. **Completed and signed, in accordance with ORS 222.125, by;**
 - a. **All of the owners within the affected territory; and**
 - b. **Not less than 50 percent of the eligible electors, if any, registered within the affected territory; or**
2. **Completed and signed, in accordance with ORS 222.170, by:**
 - a. **More than half the owners of land in the territory, who also own more than half the land in the contiguous territory and of real property therein representing more than half the assessed value of all real property in the contiguous territory; or**
 - b. **A majority of the electors registered in the territory proposed to be annexed and a majority of the owners of more than half the land.**
 - c. **Publicly owned rights-of-way can be added to annexations initiated by these two methods without any consents.**

(C) A City Council resolution to initiate a boundary change, including but not limited to rights-of way.

FINDING: In accordance with ORS 222.125, this annexation petition is made by a double majority method; whereby the annexation application is petitioned by 100 percent of the owners of the land within the territory to be annexed and 50 percent of the electors in the territory given written consent to the annexation. A City Council resolution is not necessary to initiate this annexation because 100 percent of the property owners are requesting

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annexation. The applicant has submitted written consent and signed petition as required and therefore, the above stated criteria are satisfied.

- (D) In lieu of a petition form described above, an owner's consent may be indicated on a previously executed Consent to Annex form that has not yet expired as specified in ORS 222.173.**
- (E) Verification of Property Owners form signed by the Lane County Department of Assessment and Taxation.**
- (F) A Certificate of Electors form signed by the Lane County Elections/Voter Registration Department including the name and address of each elector.**
- (G) An ORS 197.352 waiver form signed by each owner within the affected territory.**
- (H) A waiver form signed by each owner within the affected territory as allowed by ORS 222.173.**

FINDING: Regarding item (D), no prior Consent to Annex form has been filed for this property therefore does not apply. Item (E) above is included, as part of this double majority annexation application and the Verification of Property Owner form has been signed by Lane County Assessment and Taxation. Item (F) has been satisfied, the Lane County Clerk has verified that no electors are registered within the affected territory, as indicated on Form 3, in Exhibit B of this applicant's submittal. Item (G) is not applicable. This provision concerns the potential for claims under Ballot Measure 49. No Measure 49 Claim has been made on the subject site. Although not required, item (H) has been satisfied since the applicant has signed the One-Year waiver form. The requirements of 17.165.090 (A)-(D) stated above, are satisfied.

- (I) A legal description of the affected territory proposed for annexation consistent with ORS 308.225 that will include contiguous or adjacent right-of-way to ensure contiguity as required by ORS 222.111.**
- (J) A Lane County Assessor's Cadastral Map to scale highlighting the affected territory and its relationship to the city limits.**
- (K) A list of the special districts providing services to the affected territory.**

FINDING: The applicant has provided a legal description of the territory proposed to be annexed into the City of Junction City—City Limits. A Cadastral Map with the subject properties highlighted was submitted by the applicant. The subject properties resides within the jurisdiction of the junction City Rural Fire Protection District and the Junction City Water Control District. These Districts are considered special service districts that, respectively, provide fire protection and water/flood control for the property. Based on the materials submitted by the applicant, the criteria stated above is conditionally satisfied.

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- (L) A public/private utility plan describing how the proposed affected territory can be served by key facilities and services.**
- (M) A written narrative addressing the proposal's consistency with the approval criteria specified in Chapter 17.165.**

FINDING: The applicant has submitted a written narrative addressing the approval criteria, specified in 17.165.110. Based on the material submitted by the applicant, the above criteria are satisfied.

17.165.100 Notice. In addition to the requirements of 17.165.100, the following are also required for annexations:

(A) Mailed Notice. Notice of the annexation application shall be mailed to:

- 1. The applicant, property owner and active electors in the affected territory;**
- 2. Owners and occupants of properties located within 300 feet of the perimeter of the affected territory;**
- 3. Affected special districts and all other public utility providers; and**
- 4. Lane County Land Management Division, Lane County Elections, and the Lane County Board of Commissioners.**

(B) Posted Notice. Notice of the public hearing at which an annexation application will be considered shall be posted in four public places in the City for two successive weeks prior to the hearing date.

FINDINGS: Staff sent mailed notice to property owners within 300 feet of the perimeter of the subject territory to be annexed and all parties listed in subsection 6(a) at least two weeks prior to the City of Junction City Planning Commission public hearing, staff posted notice of the public hearings on the City of Junction City website, in the Register Guard and on the bulletin boards in City Hall, Community Center, Library and the US Post Office.

17.165.110 Criteria. An annexation application may be approved only if the City Council finds that the proposal conforms to the following criteria:

- (A) The affected territory proposed to be annexed is within the City's urban growth boundary, and is;**
 - 1. Contiguous to the City limits; or**
 - 2. Separated from the City only by a public right-of-way or a stream, lake or other body of water;**

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FINDING: The City of Junction City Comprehensive Plan Map shows the property to be within the Urban Growth Boundary. The subject property is contiguous to City limits to the west along Highway 99.

FINDING: The subject property is within the City of Junction City Urban Growth Boundary and contiguous to the City Limits. Therefore, the above stated criterion is satisfied.

(B) The proposed annexation is consistent with applicable policies in the City of Junction City Comprehensive Plan and in any applicable refinement plans;

FINDING: The City's Comprehensive Plan includes four annexation policies (Chapter 17.165) pertaining to contiguous annexations. Each policy is quoted below in *bold italic*, followed findings demonstrating compliance with the applicable policy.

Contiguous Annexations. The city shall review annexation requests to ensure that they comply with all of the following:

1. *The proposed annexation is within the urban growth boundary (UGB); land that is inside the UGB of an acknowledged plan is consistent with statewide planning goals.*

FINDING: As previously found, the subject property is currently inside the City of Junction City Urban Growth Boundary. When the City of Junction City's Urban Growth Boundary (UGB) was amended through Periodic Review to include the subject property, the Oregon Department of Land Conservation and Development acknowledged the City of Junction City Comprehensive Plan to comply with the 19 Statewide Planning Goals (Periodic Review, DLCDC Order #001840 August 9, 2013). Therefore, the properties are within the Junction City UGB and comply with the State of Oregon 19 Statewide Planning Goals.

2. *The development of the property is compatible with the rational and logical extension of utilities and roads to the surrounding area.*

FINDING: The rational and logical extension of sanitary sewer, water and storm drainage facilities is further addressed under Annexation Criterion 17.165.110 (C) below. The proposed annexation area allows the rational and logical extension of planned utilities and roads to the annexing territory. Utilities have been extended along Prairie Road to reach the Department of Corrections and State Hospital site. Storm drainage may be managed on-site prior to release into the natural drainage ways. Franchise utility services can be provided along public utility easements adjacent to public rights-of-way, and public services such as police, fire and emergency response can be provided by way of the existing public roads and easements by which the property is accessed.

Once annexed, the property will be eligible for extension of City sewer, water, storm drainage and waste collection services, thereby enabling future development.

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3. *Public facilities and services can be provided in an orderly and economic manner.*

WATER

FINDING: The City's water system has adequate capacity to serve all land within the urban growth boundary.

Water Supply. Public Works reports that water supply has been deemed adequate to serve properties brought into the urban growth boundary

Water Storage. As a part of water system upgrades, two new elevated storage tanks (300,000 gallons each) and a new ground storage facility (2,200,000 gallons) have been developed. This new storage is in accordance with the recommendations of the Master Water Plan.

Water Transmission. As part of the State project, sewer and water transmission mains were constructed to serve the new Prison and Mental Hospital, running down Highway 99 adjacent to the property. The transmission mains, which are located on the eastern portion of the property, have sufficient capacity to serve domestic water and fire protection for the property.

SANITARY SEWER

FINDING: The City's sewer system has adequate capacity to serve all land within the urban growth boundary.

STORM WATER

FINDING: The Junction City Water Control District has jurisdiction of water control channels that eventually drain the entire area west of River Road and east of the Long Tim River. The Junction City Water Control District has not commented on the applicant's proposal.

TRANSPORTATION

FINDING: The annexing property abuts Highway 99 to the east. HWY 99 is designated a Regional Arterial in the State Transportation System Plan and is under the jurisdiction of Oregon Department of Transportation (ODOT). ODOT and Lane County Transportation have provided comment on the proposed annexation (Exhibit III).

Based on responses from ODOT and Lane County, since ACTA, LLC is proceeding with annexation and a zone change concurrently, Transportation Impact Analysis was required (Exhibit II).

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Given the applicant’s ability to meet the above stated conditions of approval public facilities and services can be provided in an orderly and economic manner.

4. The annexation is in conformance with Oregon state law and this plan.

FINDING: This annexation is being sought in accordance with ORS 222.125. The property is within the Urban Growth Boundary and contiguous to the municipal limit, which is consistent with guidance provided by the City’s Comprehensive Plan Annexation Policy discussed above. Therefore, the above stated criterion is satisfied.

(Continued from Annexation Criteria 17.165.110 above)

(C) The proposed annexation will result in a boundary in which key services can be provided;

FINDING: As previously discussed above, sewer, water, storm water, and transportation services can be provided to the subject site. Staff also provided notice of the applicant’s proposal to the City of Junction City Police Department and the Junction City Rural Fire Protection District. Neither entity expressed concerns about the proposed annexation. Police and fire services are available to the subject site.

(D) A signed Annexation Agreement to resolve fiscal impacts upon the City caused by the proposed annexation shall be provided. The Annexation Agreement shall address, at a minimum, connection to and extension of public facilities and services. Connection to public facilities and services shall be at the discretion of the City, unless otherwise required by ORS. Where public facilities and services are available and can be extended, the applicant shall be required to do so.

FINDING: An Annexation Agreement must be submitted that requires the applicant to incur all costs associated with the extension and connection of public facilities to the subject property. In order to ensure fiscal impacts are addressed, the annexation is conditioned as follows: Given the applicant’s ability to meet the condition of approval, the above stated criterion is satisfied.

CONDITION OF APPROVAL: An Annexation Agreement shall be signed prior to the effective date of the annexation.

Signature Jason Thiesfeld, Chairman of the Planning Commission

Approval Date