

DLDC FILE 001-14
CITY OF VALE FILE VA-14-01

DLCD FORM 2

DLCD FORM 1

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.:

Received:

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See OAR 660-018-0040). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use Form 4 for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use Form 5 for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use Form 6 with submittal of an adopted periodic review task.

Jurisdiction: City of Vale

Local file no.: **VA-14-01**

Date of adoption: 04/02/14

Date sent: 4/10/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 01/31/14

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

No

Local contact (name and title): Lynn Findley, City Manager

Phone: 541-473-3133

E-mail: valecitymanager@fmtc.com

Street address: 252 B Street West

City: Vale

Zip: 97918-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

See Exhibit A, Appendix B, Section B. Amendment for complete description

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from EFU	to UGB-I	176.72 acres.	A goal exception was required for this change.
Change from EFU	to UGB-PF	8.75 acres.	A goal exception was required for this change.
Change from UGB-C	to UGB-I	40 acres.	A goal exception was required for this change.
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): See Exhibit A, Appendix A. Malheur County Adopting Ordinance

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres: 185.47

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres: 40

Other: R,C,I to PFZ – Acres: 327

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from to Acres:

Change from to Acres:

Change from to Acres:

Change from to Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: n/a Acres added: Acres removed:

Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Oregon Water Resources Department, Oregon Department of Transportation, Bureau of Land Management, Vale School District, Malheur County, Vale Oregon Irrigation District, Oregon Department of Land Conservation

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Exhibit A includes Malheur County Adoption Ordinance # 24 and City of Vale Adoption Ordinance #866. Exhibit B through L include all supporting documentation to support the Adopting Ordinance; EOA, PFP, Chapter 10 Policies, UGA, Chapter 14 Policies, Proposed Zone Maps, Public Participation Records, Flood Plain Map and supporting materials.



NOTICE OF A PROPOSED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.:

Received:

Local governments are required to send notice of a proposed change to a comprehensive plan or land use regulation **at least 35 days before the first evidentiary hearing**. (See OAR 660-018-0020 for a post-acknowledgment plan amendment and OAR 660-025-0080 for a periodic review task). The rules require that the notice include a completed copy of this form.

Jurisdiction: **City of Vale, Oregon**Local file no.: **VA-14-01**

Please check the type of change that best describes the proposal:

- ☒ **Urban growth boundary (UGB) amendment** including more than 50 acres, by a city with a population greater than 2,500 within the UGB
- ☐ **UGB amendment** over 100 acres by a metropolitan service district
- ☐ **Urban reserve designation**, or amendment including over 50 acres, by a city with a population greater than 2,500 within the UGB
- ☐ **Periodic review task** – Task no.:
- ☒ **Any other change** to a comp plan or land use regulation (*e.g.*, a post-acknowledgement plan amendment)

Local contact person (name and title): **Lynn Findley, Vale City Manager**Phone: **541-473-3133** E-mail: **valecitymanager@fmtc.com**Street address: **252 B Street West City: Vale, OR Zip: 97918-**

Briefly summarize the proposal in plain language. Please identify all chapters of the plan or code proposed for amendment (maximum 500 characters):

Goal 9 update; Goal 11 update; Goal 12 update; all to account for 185.47 acre UGB expansion for Industrial and Public Facility use. Conversion of 40 acres of UGB Commercial to Industrial. Conversion of 327.31 acres of land within UGB owned by public entities to new Public Facilities Zone. Amending Zoning Regulations to include new Public Facilities Zone. Amending Industrial Zone to allow full development within UGB. Amending 9, 11 and 12 elements of Comp Plan. New Comp Plan and Zoning Maps

Date of first evidentiary hearing: **02/25/2014**Date of final hearing: **02/25/2014**

☐ This is a revision to a previously submitted notice. Date of previous submittal:

Check all that apply:

- ☒ Comprehensive Plan text amendment(s)
- ☒ Comprehensive Plan map amendment(s) – Change from EFU to UGB Ind. & Public Facilities
Change from Indstrl, Comrcial, and Resdntl to Public Facilities
- ☒ New or amended land use regulation
- ☒ Zoning map amendment(s) – Change from EFU and UGB Commercial to UGB Ind. & Public Facilities
Change from Indstrl, Comrcial & Resdntl to Public Facilities
- ☐ An exception to a statewide planning goal is proposed – goal(s) subject to exception:
- ☒ Acres affected by map amendment: **505**

Location of property, if applicable (site address and T, R, Sec., TL): **See attached "property details" xcell**

List affected state or federal agencies, local governments and special districts: BLM; ODOT; School District; Malheur County; DLCD; Irrigation District; OWRD

NOTICE OF A PROPOSED CHANGE – SUBMITTAL INSTRUCTIONS

Except under certain circumstances,¹ proposed amendments must be submitted to DLCD's Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark if mailed, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in its Salem office. **DLCD will not confirm receipt of a Notice of a Proposed Change unless requested.**

2. A Notice of a Proposed Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of a Proposed Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of a Proposed Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 1 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:

<http://www.oregon.gov/LCD/forms.shtml>

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Proposed Amendment."

Submittals may also be uploaded to DLCD's FTP site at http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 1 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of a Proposed Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Text:** Submittal of a Notice of a Proposed Change for a comprehensive plan or land use regulation text amendment must include the text of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to, or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. The notice may be deemed incomplete without this documentation.

7. **Staff report:** Attach any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

8. **Local hearing notice:** Attach the notice or a draft of the notice required under ORS 197.763 regarding a quasi-judicial land use hearing, if applicable.

9. **Maps:** Submittal of a proposed map amendment must include a map of the affected area showing existing and proposed plan and zone designations. A paper map must be legible if printed on 8½" x 11" paper. Include text regarding background, justification for the change, and the application if there was one accepted by the local government. A map by itself is not a complete notice.

10. **Goal exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.

¹ 660-018-0022 provides:

(1) When a local government determines that no goals, commission rules, or land use statutes apply to a particular proposed change, the notice of a proposed change is not required [a notice of adoption is still required, however]; and

(2) If a local government determines that emergency circumstances beyond the control of the local government require expedited review such that the local government cannot submit the proposed change consistent with the 35-day deadline, the local government may submit the proposed change to the department as soon as practicable. The submittal must include a description of the emergency circumstances.

<http://www.oregon.gov/LCD/Pages/forms.aspx>

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

- ☒ Completed Form 1
- ☐ The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)
- ☐ Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- ☒ A map of the affected area showing existing and proposed plan and zone designations
- ☒ A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- ☒ Any other information necessary to advise DLCD of the effect of the proposal

CITY OF VALE
COMPREHENSIVE PLAN UPDATE
URBAN GROWTH BOUNDARY EXPANSION

STAFF REPORT

February 24, 2014

AGENDA REPORT-PUBLIC HEARING

February 25, 2014

TO: Mayor, City Council and Planning Commission

THRU: Lynn Findley, City Manager

FROM: Governor's Regional Solutions Team, assisting

SUBJECT: LAND USE ACTION #VA-14-01; ORDINANCE #866: An Ordinance proposing adoption of amendments to the City of Vale Comprehensive Plan and City Code. This Ordinance proposes adoption of amendments to the City of Vale Comprehensive Plan and City Code to ensure a 20-year supply of Industrial land through an Urban Growth Boundary Expansion; to re-zone most lands owned by Public Entities in the City of Vale to a "Public Facilities Zone" consistent with the use and build-out of those lands; and, to update the Public Facilities Plan and Transportation System Plan to account for the amendments. **ORDINANCE #866, FIRST READING**

REPORT DATE: February 19, 2014

SUMMARY & BACKGROUND:

Attached document(s):

Exhibit "A" Ordinance #866 and all attached Exhibits, including the 2014-2034 Economic Opportunity Analysis; Chapter 10 Plan Policies; Winterbrook Public Facilities Plan Addendum; Winterbrook Transportation System Plan Addendum; Goal 14 UGB Analysis; Chapter 14 Plan Policies; Comprehensive Plan Map; Zoning Map; and, City Code amendments. This Staff Report will be included with the Exhibits as Exhibit "A" to the Adopting Ordinance, and will serve as part of the findings necessary for adoption.

In approximately 2008, the City of Vale questioned whether or not the Industrial lands supply updated in 2003 as part of a thorough Comprehensive Plan update, was adequate in light of new employment opportunities as noted by Business Oregon inquiries. The city determined to pursue funding for a Goal 9, Economic Opportunities, update, from the Oregon Department of Land Conservation and Development (DLCD), and worked with the DLCD Regional Representative and the Governor's Economic Revitalization Team (ERT) to submit a Grant application for Technical Assistance to DLCD in conjunction with the City of Nyssa. This strategy was pursued

and the Grant application submitted; however, the application was unsuccessful, and was deemed likely to be unsuccessful in the future by city and State Staff. Rather than subsist on uncertainty, the city explored what could be done on its own initiative with Agency assistance for technical work. To accomplish this effort, a new thing for State Agencies and the city, the city budgeted limited funds and formed a working committee, and DLCD offered to coordinate an Agency Collaborative approach to accomplish the work. During the same time period the ERT was disbanded, the Regional Solutions Team structure created by the Governor, and the group was in business.

Initial planning work in the form of an Economic Opportunities Analysis revealed a deficit of approximately 200 acres of Industrial land within the UGB and, that a major portion of the city's land supply was zoned for industrial, commercial or residential use, but was owned and utilized by public entities.

The Economic Opportunity Analysis could serve as the foundation document for a UGB expansion, but a significant amount of other planning work, some very expensive, needed to be done to actually accomplish a goal of having the land in the UGB and zoned for Industrial Use. Since funds were limited, and State Agency Staff time was short, over a year was spent in simply finding a means of mapping and analysis that would fit within the cities budgets. This mapping and analysis was critical to accomplish several steps of the process, which when complete, basically got the city to the point of being able to expand the UGB; however, the land brought in would have to remain in farm use zoning unless some way could be found to fund the public facilities and transportation planning necessary to rezone the property from farm use to industrial, and for the planning work necessary to put all the pieces together as an application and run that through the required State process. At that point, just this past year, Malheur County offered a solution to the cities by providing financial assistance for the needed public facilities and transportation planning, and DLCD's Regional Representative offered to serve as the city's de facto planner to assist the city in preparing the actual application package and provide guidance on the process. That application package is what is before you this evening. The efforts of many individuals, groups and government entities and staff went into this three-plus year project and a heartfelt thank you is made here.

In the last two months Nyssa, Vale and Ontario have determined to submit certain lands to the State for qualification and designation as a Regionally Significant Industrial Area (RSIA); one of the major criterion to qualify is that the land must be "planned and zoned appropriately". This means the process must be complete, including resolution of any appeals, in order to meet that requirement. The deadline for RSIA application submittal is in May; a short time frame. That is why Staff asked for a joint session of Planning Commission and City Council; to save some time. That is also the reason for the rough and unfinished format of the adoption package and this Staff Report; although the format will work for adoption, it leaves the Plan and Code uncoded and not user-friendly. That will be addressed at the earliest opportunity and a professionally finished product created for the city.

After the city makes its decision on this matter, the entire package must be submitted to Malheur County, who, by state law, must adopt the same package in order for the UGB expansion and other amendments to be complete and be acknowledged by the State.

A note on procedure:

The two bodies, Planning Commission and City Council, are together tonight for one hearing for each body. The City Manager will present this staff report, and associated exhibits to each body, who will make their decisions. First to hear the matter will be the Planning Commission whose charge and duty is to recommend approval, approval with modifications, or denial, to the Council. The city council will then hear the matter and either adopt or not. Staff expects that there may be a significant amount of Public interest and participation; if so, we advise careful process and do not hesitate to ask questions of Staff. Staff suggests that the Planning Commission open and close their hearing first, then the Council, just as in a separate hearing; however, any testimony and material submitted during either hearing should be attended to by the Council, and considered in their decision.

PRIOR COUNCIL ACTION:

The Council has supported this action over the past years, authorizing the land use action and showing continued interest in progress reports, etc.; however, this is the first Council hearing on this matter.

APPLICABLE ORDINANCE & COMPREHENSIVE PLAN CRITERIA AND STANDARDS:

I. Applicable Statewide Planning Goals, Statute, Administrative Rule, Ordinance, Joint Management Agreement & Comprehensive Plan Requirements and Standards:

The proposed action, amendment of the City of Vale's Comprehensive Plan, Code and Urban Growth Boundary, must comply with applicable Statewide Planning Goals (Goals), Oregon Administrative Rules (OAR), Oregon Revised Statute (ORS), City of Vale Comprehensive Plan (Comp Plan), and, the City of Vale City Code (Code) requirements for amendments.

Statute dictated the establishment of the Statewide Planning Goals, and, has modified them over the years. The Goals are implemented by Statute and the Administrative Rules. If a proposed action meets Goal, Statute and Administrative Rule Requirements; and, local jurisdictional regulatory requirements and standards, the proposal may be allowed.

A. STATEWIDE PLANNING GOAL, ADMINISTRATIVE RULE, AND STATUTORY REQUIREMENTS AND STANDARDS:

1. Ordinance #866; City of Vale proposed Comprehensive Plan, Code and UGB Amendments

The City of Vale's Comprehensive Plan will be amended by this Ordinance. The products in the adoption package are attached to this report as Exhibit A, the Adopting Ordinance #866, and its own exhibits, A through I. Once adopted, this report will be attached to the adopting ordinance as Exhibit A, and serve as part of the findings; the other adopting ordinance exhibits are as follows:

Exhibit B, the 2014-2034 Economic Opportunities Analysis;
Exhibit C, Comprehensive Plan Chapter 10 Policies;
Exhibit D, Chapter 12 Public Facilities Plan and Chapter 13
Transportation System Plan Addendums to the Comprehensive Plan
Exhibit E, Goal 14 Urban Growth Boundary Analysis
Exhibit F, Chapter 14 Plan Policies
Exhibit G, new Comprehensive Plan Map
Exhibit H, new Zoning Map
Exhibit I, Vale City Code Amendments

These Exhibits are not self-explanatory, but can be understood as regards their purpose and function for this project. Exhibit B is the study that looks at the need of the city for a 20-year supply of industrial land and the replacement for part of Chapter 10 in the existing Plan..

Exhibit C are the Comprehensive Plan Policies for the new Chapter 10; these policies basically set parameters and give direction to the city for industrial lands.

Exhibit D is the Public Facilities Plan and Transportation System Plan (Chapters 12 and 13 in the existing Plan) additions/replacements that include planning and projects necessary to provide infrastructure to the new parcels brought into the UGB. This will be an "addendum" to the existing Comprehensive Plan until codified.

Exhibit E is the Goal 14 Urban Growth Boundary Analysis that sets forth requirements for adding new lands to the UGB and in examining the locational priorities in State Law for those new UGB parcels; this will be added to the end of the existing Chapter 14 along with;

Exhibit F, which is the new Chapter 14 Plan Policies, giving direction to the city for urbanization of future land;

Exhibit G is the new Comprehensive Plan Map which reflects the changes from existing zoning to Public Facilities, and, the new UGB Industrial lands;

Exhibit H is the new Zoning Map which is the same as the new Comprehensive Plan Map; and,

Exhibit I is the City Code amendments which implement the plan policies and establish a new Public Facilities Zone.

Findings: Findings and information from the immediately preceding section of this report is herein included by this reference.

All the findings and justification necessary to satisfy applicable Statewide Planning Goals 9, 11, 12 and 14 is contained within the Exhibit "A", which is Ordinance #866 and it's attached exhibits A through I. Local criteria contained in the City Code that are applicable to this proposed legislative land use action are dealt with in the following sections of this report; if all City Code criteria and standards applicable to this proposed legislative land use action are met, the requirements for this proposal will be met.

Conclusion: CRITERIA WILL BE MET IF ALL OTHER APPLICABLE CRITERIA AND STANDARDS ARE MET

B. CITY OF VALE CITY CODE REQUIREMENTS FOR LEGISLATIVE AMENDMENTS:

1. CHAPTER 11 AMENDMENTS TO THE ZONING TITLE

8.11.1 Authorization to Initiate Amendments; 8.11.2 Application for a Zoning Change; 8.11.3 Public Hearing on an Amendment; 8.11.4 Records of Amendments; 8.11.5 Notice to Mobile Home Park Tenants

Findings: The City Council authorized initiation of this action when the project was begun in 2010; the City Manager filed the application for the city more than 20 days prior to the February 25th hearing; hearings are being held before the Planning Commission and City Council this evening, and notice was provided to affected property owners and to the local newspaper as required – copies of these are in the record; records of this action will be kept in the files located in city hall; recorded with the Malheur County Clerk and kept by the Department of Land Conservation and Development in Salem; no mobile home parks were affected by this action and therefore no notice was required to be provided to the tenants thereof.

Conclusion: The proposed amendment was authorized, noticed, and hearings held before the appropriate required bodies as required by this Code. No Mobile Home or Manufactured Home

Parks or developments were affected by this action. Records will be kept in excess of the Code requirements. **CRITERIA ARE MET**

II. SUMMARY CONCLUSIONS AND CITY COUNCIL DECISION

A request for a Comprehensive Plan Amendment must be heard by the Planning Commission, who may only make a recommendation for approval, approval as modified, or denial, to the City Council; such hearing has been held and the material recommended for adoption to the City Council. A decision for approval, approval as modified, or denial, may be made by the City Council if all applicable Statewide Planning Goals, Statute, Administrative Rule, Local Jurisdiction zoning ordinance and other applicable requirements and standards are found met. In this case, findings must be made by the City Council that the specific criteria are either met, able to be met through modifications of materials, or not met; options and discussion are provided under “**Findings:**” and “**Conclusion:**” for each requirement. All of the criteria and standards must be met in order for the request to be approved.

Staff finds that all necessary criteria and standards for approval are met, and recommends that the City Council approve this matter.

III. SUGGESTED MOTIONS:

A. Approval:

1. I move that the City Council **APPROVE ACTION VA-14-01** based on the information, findings and conclusions set forth in Sections I through II above.

B. Adoption:

1. I move that the City Council adopt **ORDINANCE #866; AN ORDINANCE AMENDING THE CITY OF VALE COMPREHENSIVE PLAN; COMPREHENSIVE PLAN MAP; ZONING REGULATIONS; ZONING MAP; AND, AMENDING THE URBAN GROWTH BOUNDARY** on first reading by Title only.

EXHIBIT A

ADOPTING ORDINANCE



00022982201400010942692692

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

Deborah R. DeLong - County Clerk

La

**ORDINANCE NUMBER 204
BEFORE THE MALHEUR COUNTY COURT**

An Ordinance Amending the Malheur County Comprehensive Plan and Zoning Maps By Expanding the Urban Growth Boundary To Change the Designation of Certain Lands From County EFU (Exclusive Farm Use) To Vale Urban Growth Area (UGA); Rezoning Said Certain Lands; and Declaring An Emergency

WHEREAS, the City of Vale (City) proposes to amend its urban growth boundary to include approximately 185.47 acres currently designated County Exclusive Farm Use (EFU); and

WHEREAS, the property is to be included in the urban growth boundary to meet identified industrial and public facilities land needs; and

WHEREAS, the City has demonstrated that the proposed amendment meets all applicable local and state laws and rules; and

WHEREAS, the property to be included in the urban growth boundary is commonly referenced as Malheur County Assessor's Map and tax lots as follows:

1. 18 acres of tax lot 100 Map 18S45E30 reference no. 13868
2. 40.9 acres tax lot 300 Map 18S45E30 reference no. 13869
3. 117.82 acres tax lot 100 Map 18S45E21 reference no. 13825
4. 8.75 acres tax lot 1500 Map 18S45E16 reference no. 13753

The property is shown and legally described in Exhibit "A" attached hereto; and

WHEREAS, once in the urban growth boundary all uses and development of the above referenced property shall comply with city of Vale plans, ordinances and zoning texts; which the county adopts herein by reference; and

WHEREAS, once the property is within the UGB it shall be rezoned as follows:

1. 18 acres of tax lot 100 Map 18S45E30 reference no. 13868 EFU to UGB Industrial
2. 40.9 acres tax lot 300 Map 18S45E30 reference no. 13869 EFU to UGB Industrial
3. 117.82 acres tax lot 100 Map 18S45E21 reference no. 13825 EFU to UGB Industrial
4. 8.75 acres tax lot 1500 Map 18S45E16 reference no. 13753 EFU to UGB Public
Facilities; and

WHEREAS, the County's Transportation System Plan (TSP) does not need to be updated as a result of this urban growth area expansion. The document and findings supporting this conclusion are found in Exhibit "D" attached hereto; and

WHEREAS, the City Planning Commission and City Council considered the proposed amendments through a joint quasi-judicial hearing on February 25, 2014; and

WHEREAS, the Malheur County Planning Commission considered the proposed amendments at a public hearing on March 27, 2014; and

WHEREAS, the Vale City Council and Malheur County Planning Commission have voted to approve the proposed amendments and forward them to the Malheur County Court for consideration; and

WHEREAS, the Malheur County Court reviewed the record and concurs with the City's findings and concludes the public will benefit from the amendment to the City's UGB; and

WHEREAS, the Malheur County Court deliberated on the amendment to the County's Comprehensive Plan after a public hearing on April 2, 2014; and

WHEREAS, in order to meet development needs, it is necessary for this ordinance to be effective immediately upon adoption.

NOW, THEREFORE, THE MALHEUR COUNTY COURT ORDAINS AS FOLLOWS:

Section 1. ADOPTION. Malheur County adopts the findings, conclusions, studies, data, maps, exhibits, appendices and information in the following documents attached hereto and incorporated herein by reference:

- Exhibit A: Map and Legal Descriptions of UGB Expansion
- Exhibit B: 2014-2034 Economic Opportunities Analysis
- Exhibit C: Comprehensive Plan Chapter 10 Policies
- Exhibit D: Chapter 12 Public Facilities Plan and Chapter 13 Transportation System Plan Addendums to Comprehensive Plan
- Exhibit E: Goal 14 Urban Growth Boundary Analysis
- Exhibit F: Chapter 14 Plan Policies
- Exhibit G: new Comprehensive Plan Map
- Exhibit H: new Zoning Map
- Exhibit I: Vale City Code Amendments

Section 2. AMENDMENT TO COMPREHENSIVE PLAN AND ZONING MAP. The Malheur County Comprehensive Plan and Zoning Map are amended to change the plan designation of property shown and described in Exhibit "A" and "G", from County Exclusive Farm Use (EFU) to Vale Urban Growth Area (UGA) and thereafter rezone the property as set out in the above WHEREAS provision and as shown on Exhibit "H"; and

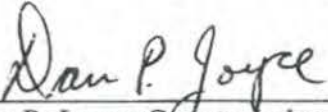
Section 3. SEVERABILITY. If any portion of this ordinance, including all exhibits and appendices, is for any reason held invalid by any court of competent jurisdiction, such a portion shall be deemed as a separate, distinct and independent portion and such holdings shall not affect the validity of the remaining portion of this ordinance.

Section 4. EMERGENCY. This ordinance, being immediately necessary for the preservation of the public peace, health and safety, an emergency is declared to exist and this ordinance shall take effect on immediately upon its passage.

Section 5. EFFECTIVE DATE. This ordinance shall be effective upon its adoption date.

ADOPTED this 2nd day of April 2014.

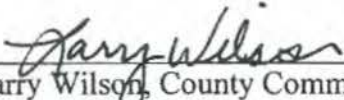
MALHEUR COUNTY COURT:



Dan P. Joyce, County Judge



Don Hodge, County Commissioner



Larry Wilson, County Commissioner

ATTEST:

Kim Mason, Recording Secretary

ORDINANCE NO. 866

**AN ORDINANCE AMENDING THE CITY OF VALE COMPREHENSIVE PLAN;
COMPREHENSIVE PLAN MAP; ZONING REGULATIONS; ZONING MAP; AND,
AMENDING THE URBAN GROWTH BOUNDARY**

WHEREAS, The City of Vale questioned whether or not the 2003 Comprehensive Plan update accounted for the amount of lands designated for Industrial use within the existing Urban Growth Boundary that were owned by the city and either developed or designated for wastewater treatment facilities; and

WHEREAS, The City noted a significant amount of other land designated for Industrial use within the existing Urban Growth Boundary, along with other lands zoned for Commercial and Residential use, were actually owned by Public Entities and built-out or designated for those entities uses; and

WHEREAS, The City reviewed other facets of the 2003 plan and found that economic opportunities cited in the plan were somewhat out of date and did not take into account recent trends and new opportunities arising in the area; and

WHEREAS; The City determined to address proper zoning for land owned by Public entities, and to address the 20-year supply of industrial land, by reviewing and updating specific, applicable elements of the 2003 comprehensive plan; and

WHEREAS, Grant applications to the State of Oregon for plan update and review were unsuccessful, and the Governor's Regional Solutions Team did offer State Agency assistance in conducting the needed review and update; and

WHEREAS, Malheur County did provide financial assistance, coordination and cooperation in the review and update; and

WHEREAS, In cooperation with the Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Business Oregon, Oregon Department of Environmental Quality, Oregon Department of Water Resources, Malheur County and the City of Ontario providing GIS products, the desired review was conducted; and,

WHEREAS, The review found that the logical course of action to accurately reflect the amount of land owned by Public entities and to enable those entities to conduct the activities and operations necessary to their functions was to address the issue by creation of a new zone for Public Facilities and to so amend the Comprehensive Plan; and,

WHEREAS, The review did find a lack of industrial land within the Urban Growth boundary to take advantage of new information and circumstances accounted for in the multi-agency effort, and therefore the city and county determined to address the need by expansion of the Urban Growth Boundary for that purpose; and

WHEREAS, Draft versions of the updated Economic Opportunity Analysis, Goal 11, 12 and 14 updates, Comprehensive Plan and Zoning Regulation text amendments, and new Plan and Zoning Maps were presented to the Vale Planning Commission, Governing Body and the public, at a joint workshop on February 19, 2014, for input and final changes; and

WHEREAS, The City of Vale held joint hearings on the matter on February 25, 2014, reviewed the materials contained in the Exhibits attached hereto and all written testimony provided, and heard and considered all oral testimony provided;

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

A. **Findings:** The City of Vale finds that all local and State procedural requirements for a legislative land use action have been met in the conduct of this matter, and all local and State requirements regarding the updates and amendment of the city's Comprehensive Plan and for an Urban Growth boundary amendment have been met, as presented in the exhibits attached hereto and incorporated by this reference. Exhibit "A", the Staff Report for the Joint Hearings, shall serve as a part of the findings;

B. **Amendment:** The "City of Vale Comprehensive Plan", is amended by:

Deletion of **Chapter 4**, page 9, Section III; page 10, "The Urban Growth Boundary through page 11; Chapter 9, page 24 entirely; **Chapter 10**, pages 28 through 29 the "Background" section; page 31 "*Location and Access to Markets: Mixed*" and "*Infrastructure: Mixed*" sections; page 32 "*Natural Resources: Plus*", "*Quality of Life: Plus*", and "*Land Supply: Plus*" sections; page 33 "*Government, Taxes, and Regulations Plus*", Header and paras 1 and 2; page 34 "*Estimating the Need for Industrial Land:*" and all of page 35; page 36 Table 10-1 and para 1, sentence 1; page 37, paras 3,4,5 and 6; pages 38 and 39 entirely; **Chapter 12**, page 61, entirely; Chapter 13, page 63 "**Highways**" section; page 64 "**Airport**" section; **Chapter 14**, page 67, paras 4, 5 and table; page 68, para 1 and "**Strategies: Urbanization**" section; on page 69 in the "**Strategies: Revising the Plan**" section delete RP-1 and RP-2; **Chapter 16**, page 70, the **Land Use (Chapter 4)** header and that section which includes text on the top of page 71; page 76, delete "**PF-6**".

Replacement with:

1. Exhibit "B", "**2013 – 2034 Economic Opportunity Analysis**", added to the end of the existing Chapter 10 ;
2. Exhibit "C", "Chapter 10 Plan Policies"; adopted in place of former Chapter 10 Policies, intended to be placed in Chapter 10, at the end of the chapter;
3. Exhibit "D" Addendum to the Comprehensive Plan for Public Facilities and Transportation System plans.
4. Exhibit "E" Chapter 14, deleted material is replaced with the **Goal 14 Urban**

Growth Boundary Analysis – City of Vale added to the end of the existing Chapter 14.

6. Exhibit “F”, “Chapter 14 Plan Policies” adopted in place of deleted Chapter 14 Policies, intended to be placed in Chapter 14 at the end of the chapter;
7. The existing City of Vale Comprehensive Plan Map is hereby deleted and replaced with Exhibit “G”, the new “City of Vale Comprehensive Plan Map;
8. The existing City of Vale Zoning Map is hereby deleted and replaced with Exhibit “H”, the new “City of Vale Zoning Map”;

C. **Amendment:** The City of Vale City Code Title VIII Zoning is hereby amended by:

1. Deletions and additions of multiple sections of the Code as set forth by the attached Exhibit “I”.

PASSED AND ADOPTED by the Common Council of the City of Vale this 25 day of February, 2014 by the following vote:

AYES: Cm Williams, Cm Hiatt, Cm Johnson, Cw Zanotelli

NAYS:

ABSENT: Cm Seals

APPROVED by the Mayor this 25 day of February, 2014.


Mayor

ATTEST:


City Manager

EXHIBIT B

ECONOMIC OPPORTUNITIES ANALYSIS

ATTACHMENT	A	ODOT
ATTACHMENT	B	OWRD
ATTACHMENT	3	GOAL 9
ATTACHMENT	4A	LAND INVENTORY BELOW 5 ACRES
ATTACHMENT	4B	LAND INVENTORY 5-25 ACRES
ATTACHMENT	4C	LAND INVENTORY 25 ACRES AND ABOVE
ATTACHMENT	5	LABOR MARKET INFORMATION
ATTACHMENT	6	REGIONAL EMPLOYMENT FORECAST
ATTACHMENT	7	POTENTIAL EXPANSION SITES
ATTACHMENT	8	INDUSTRIAL SITES



City of Vale, Malheur County, Oregon

2014-2034 Economic Opportunities Analysis

A Regional Solutions Center Project

Short Form EOA:

Local Government and State Agency Collaboration Method.

The Eastern Oregon Regional Solutions Team developed this information by working across state and local agencies.

Refer to OAR 660-009-0015(5) and OAR 660-009-0020(1)(a). Cities and counties are strongly encouraged to assess community economic development potential through a visioning or some other public input based process in conjunction with state agencies. Cities and counties are strongly encouraged to use the assessment of community economic development potential to form the community economic development objectives.

A collaboration of local government and state agencies may work together to examine the factual basis, establish the substantial evidence and make a reasonable estimation of employment land need to satisfy the requirements of Oregon's Land Use Goals and Administrative rules.

A local government may reasonably rely on this information and implement this determination by adopting findings and amendments to its comprehensive plan consistent with the land need determination and other applicable administrative rules.

1. Community Objectives

To create conditions so that net new jobs can locate in the community as a major driver of economic activity. Designate an adequate long term supply of employment lands in various sizes suitable for industrial development to meet needs identified by the Oregon Business Development Department. Provide a competitive short term supply that includes a mix of property sites in a variety of types and sizes suitable to match site to opportunity. Ensure that all industrial lands are market ready with access, infrastructure and permit needs capable of being met within six months of receiving a proposal for development and site development to complete within one year of a building permit. Protect designated industrial lands with appropriate zoning and land development ordinances. Use effective planning and infrastructure investment techniques to maximize the beneficial use of existing infrastructure systems and other community assets.

Note: The City of Vale intends to rezone 240-acres of existing industrial land that is committed to public facilities to a public zone category, and replace 177-acres of that amount with industrial land available for development. Once development occurs there the city may revisit its planning.

2. Review of trends.

Eastern Oregon Regional Solutions Center staff contributed to this section. This review examines aspects of the public facilities to inform likely employment land uses and estimates of economic development potential.

Transportation:

The Oregon Department of Transportation (ODOT) works with cities and counties to develop plans that consider the long term needs of their transportation infrastructure. These plans, Transportation System Plans (TSP), consider current zoning and transportation infrastructure and provide a plan to support the community's long-term goals.

See Attachment 1

In general infill and redevelopment of current zoning should be considered first, as transportation improvements have been identified in the TSP to address potential build-out based on that zoning.

From a transportation and land use perspective, the community focus begins with what is currently available as an industrial zone base. By concentrating on infill and redevelopment of underutilized or vacant industrial sites, the community may maximize the public's infrastructure investments that are already in place. Additionally, transportation improvements have been identified in the local TSP to address transportation deficiencies that would allow further development of current underutilized industrially zoned properties.

The industrially zoned property along Saddlehorn Lane north of the railroad is an under-developed site.

Malheur County TSP calls for extending Railroad Avenue to Lagoon Drive to provide a farm-to-market truck access parallel to US 20/26. If this improvement were made, then the area north of the railroad and east of US 26 could develop with potentially less impacts to the US 20/26 (couplet) intersection.

The Malheur County TSP also identifies an extension of Lytle Boulevard to Columbia Avenue in Nyssa. Although this is a long-range project, it provides an alternate route and an opportunity for a farm-to-market road connection between Vale and Nyssa. This connectivity would provide benefit to the state as well as the Vale transportation system.

Water:

The current limiting factor for Vale is the 500 gallon per minute (GPM) capacity of the arsenic/nitrate treatment system located at the airport well field. It appears that the city's water rights for the airport wells (attached) allow for an average of about 660 GPM over the whole year. It appears the water rights require a percentage of the water be returned to Bully Creek, which leaves 528 GPM for use within the city. This means the treatment system could only be expanded by about another 25 GPM. In peak irrigation season in the summer, the city can use all of the current 500 GPM capacity, so there is little extra water available for any new industry that would be a heavy consumer of water, unless the city was willing to put water use restrictions in place in the summer.

The City has an emergency well at Washington Street; however that source exceeds the arsenic standard so our department will not allow it to be used on any kind of permanent or seasonal basis until a treatment system is installed for it. It appears the water rights for this well were transferred to the new airport wells; therefore, it is uncertain under what conditions Water Resources would allow this well to be used.

Vale does appear to have other water rights documented for irrigation, however, there is no detail on whether or not these could be used for other purposes, or if the water is suitable.

See Attachment 2

Environmental Quality:

Waste Water Treatment Plant Capacities:

Vale WWTP permit writer Steve McMillan DEQ Pendleton office

Vale's WWTP was completed a few years ago. There are no constraints on the system other than possible requirement for pre-treatment depending on industrial / commercial discharge to WWTP. Vale needs to obtain a designated system operator and alternate. WWTP flows are currently at $\approx 130,000$ gpd with a system capacity of 370,000 gpd.

WWTP pretreatment requirements:

Industrial facilities that discharge their waste water to a WWTP must meet water quality standards to insure that the WWTP treatment processes are not disrupted and the WWTP can meet its discharge requirements. There are usually certain materials or compounds that cannot be discharged to the WWTP above certain concentrations, such as cyanides and heavy metals. Pretreatment requirements generally limit the concentrations of water quality parameters such as BOD and TSS that can be discharge to the WWTP and prohibit toxicity in industrial discharges that could compromise the biological treatment processes of the WWTP.

DEQ administers an industrial pretreatment program (DEQ industrial pretreatment program) through the National Pollutant Discharge Elimination System (NPDES) permit program. Vale is not enrolled in this program.

Industrial pretreatment requirements may be part of the city ordinances for Vale. If pretreatment requirements are not included in city ordinances the city can require industrial sources to fill out a pretreatment survey to characterize their wastewater which would identify contaminants of concern and expected concentrations. If the city does not require industrial wastewater characterization and pretreatment, then any industrial pretreatment requirements would be determined by the sewer authority. Industrial hookups and discharges to the WWTP must receive approval from the sewer authority.

General permits providing alternatives to WWTP disposal:

DEQ administers several general National Pollutant Discharge Elimination System (NPDES) and Water Pollution Control Facility (WPCF) permits that allow for disposal of certain types of process and waste waters through discharge to surface waters (NPDES permits), land application (WPCF permits) or other methods. A list of DEQ general permits can be found at - <http://www.deq.state.or.us/wq/wqpermit/genpermits.htm>. The table below lists common process or waste waters that can be disposed of through methods other than discharge to the WWTP to help preserve system capacity for those industrial discharges that require WWTP treatment. In instance where the waste or process water is of a nature that is covered by a general permit, but the discharge volumes would exceed the limitations of a general permit or the general permit is expired, an individual permit can usually provide coverage for the discharge. Most of the general NPDES permits shown on the general permit page that would cover discharge of process or waste waters (e.g. cooling water / heat pumps; filter backwash; boiler blow-down) are expired; only current permits are listed in the following table.

Source	Type of Permit & #	Description
Wineries, fresh pack food processors	WPCF 1400-A	This permit covers wineries and seasonal fresh pack operations whose wastewater flow does not exceed 25,000 gallons per day and is only disposed of by land application for beneficial reuse. Operations covered under this permit must not significantly alter its product from its original state by cooking, pickling, slaughtering, or other mechanical or thermal processes.
Canneries, food/animal processing,	WPCF 1400-B	This permit covers wineries and food processors that alter their product by cooking, pickling, slaughtering, or by other mechanical or thermal processes. Wastewater

extracts		flow must not exceed 25,000 gallons per day and may be disposed of by land application for beneficial reuse, evaporative pond, or an on-site wastewater treatment and disposal system.
Wash-water	WPCF 1700-B	This permit covers vehicle, equipment, building, and pavement cleaning activities that discharge wash water by means of evaporation, seepage and/or irrigation. This permit covers discharges from fixed washing operations and mobile washing operations. This general permit does not cover the following: hydro blasting (See Schedule D for definition) or the use of abrasives to remove paint or oxidized metal; and washing the inside of trailers, railroad cars, and other large commodity-carrying containers. This permit also does not cover discharges from boat washing activities.

Stormwater:

24-hour storm return periods and depths for Vale / Nyssa area from

NOAA Atlas 2 Precipitation-Frequency Atlas of the Western United States Volume X—Oregon

Available at - http://www.nws.noaa.gov/oh/hdsc/PF_documents/Atlas2_Volume10.pdf

Vale / Nyssa area

24-hr 10 year return period $\approx$ 1.6 in

24-hr 25 year return period $\approx$ 1.8 in

24-hr 50 year return period $\approx$ 1.8 in to 2.0 in

Vale does not have a storm-water drainage system. Industries with a Standard Industrial Classification code listed in Table 1 of the 1200-Z industrial stormwater permit (1200-Z industrial stormwater permit) that have the potential to discharge stormwater runoff to a surface water or conveyance to surface water (e.g. drainage ditch) are required to have permit coverage for stormwater discharges. In Vale it would probably be more cost effective for any industries to retain all stormwater runoff within their facilities and therefore not require permit coverage.

Rough estimates of the space requirements (% of the lot) to retain stormwater runoff on-site for industrial development.

Assumptions:

- Impervious area and retention areas have a runoff coefficient of 1. This is analogous to assuming that runoff from the impervious area fills the retention area and is the first stormwater to begin infiltrating and any rainfall falling directly on the retention areas ponds (infiltrates later);
- Pervious areas are well draining soils with a runoff coefficient of 0.1 for the large design storm;
- Calculations use a 24-hour design storm of 2 inches;
- Average storage depths for bio-retention storage is 0.8 ft to account for side slopes of the storage area (max depth often $\approx$ 1 to 1.5 ft); average depth of stormwater retention ponds is 2.5 ft (max depth often $\approx$ 3 to 4 ft);
- 1% of area added to stormwater storage area requirement estimate to account for landscaping / buffer around the stormwater retention area.

% Imperviousness of Industrial Development	Required % of Development for Bio-retention Storage	Required % of Development for Retention Pond Storage
20	8.2	3.0
40	13	4.3
60	17	5.5
80	22 ¹	6.8

1 – bio-retention would not be practical give the space constraints

Brownfields & LUSTS:

The following information was compiled by Katie Robertson in the Pendleton office.

Vale

- **Goodman Oil Station & Bulk Plant** (ECSI 3049, LUST 23-02-0546) 252 N Glenn ST. This is the closed Exxon station that is on a gateway property into Vale. Entire city block. Lots of buyers interested in this property but contamination issues have always prevented deal from moving forward. DEQ is in the process of completing a Phase I/Phase II bf assessment at this property with State Response funding. Goodman Oil has indicated they are willing to donate the property to the City and these actions are necessary to provide the city liability protection along with a Prospective Purchaser Agreement. Based on the limited data we have to date we anticipate that the property has extensive contamination so DEQ is also in the process of helping the City apply for a competitive bf grant which would be for \$200k if awarded. This would fund getting the tank system out of the ground and additional on & off site assessment. The grant application is due 10/15 and I am in the process of writing it. The city is willing to own the property for the length of time it takes us to do the work and then they would sell the property to get it back in commercial use.
- **Vale Service Station (Former)** (ECSI 4584) Longfellow ST & "A" ST (SE corner of), This is a former gas station. Property was donated to the City a while ago. DEQ performed a bf assessment on the property with State Response Funding and issued Conditional No Further Action determination. Site is currently a vacant lot but the city was just awarded a \$1 million CDBG for construction of a senior center.
- There is a former **used car dealership** on the main drag that might have some BF potential. Not in our databases yet
- **Vale Consumer Co-op** site (ECSI 5116) This site is a former ag chemical storage and distribution facility that may have bf potential.

Source: Oregon Department of Transportation, Oregon Employment Department, Department of Human Services Drinking Water/Bill Goss, Department of Environmental Quality/Steve McMillan

Economic Development Professional Analysis:

Source: Melisa Drugge, Rick Minster, OBDD Business Development officers.

The regional economic opportunities reflect the ongoing development of the value added agricultural products industries. New and emerging opportunities for economic development and job creation include: food processing, data center, distribution, green energy manufacturing, and small manufacturing facilities.

Vale is located within 20 miles of an Interstate Highway system. The community also has rail service with the existence of the Oregon Eastern Railroad. Idaho Power is the electrical service provider for the community, with a very competitive industrial power rate. Workforce availability is also a strong point for the community.

The city of Vale has the opportunity to expand its job growth opportunities. These opportunities include; food processing, small manufacturing, green energy manufacturing, data center, distribution/intermodal.

See Attachment 3.

3. Required site characteristics

Source: Melisa Drugge, Rick Minster, OBDD Business Development Officers.

To capture identified opportunities industrial land must meet these criteria:

These industrial uses all need flat, dry land; with no constraints (No floodplain or wetlands or irregularly shaped parcels); Close to designated truck route (within ¼ mile); close to sewer, water, power and communications services (within 100 yards).

Food processing and Green Energy sites must be easily accessed by large load trucks from truck routes, with large yards available for storage of raw and finished materials. Access to rail facilities, particularly local, is preferred; adjacent to an existing siding with room for needed storage and handling facilities is ideal.

Small manufacturing sites must have access to adequate local transportation facilities and to designated truck routes, and must have adequate area for raw, and finished, material storage and handling, albeit on a smaller scale than food processing and green energy sites.

Server farms must have access to adequate local transportation facilities and be in close proximity to large quantities of electrical power; close to existing under-utilized substations is ideal.

Commercial land should be next to or very near these sites to allow workers close proximity to food, financial, legal, and medical facilities. See Attachment 3.

4. Inventory of vacant, developed and prioritized expansion land

See attachments 4A - 4C provided by City of Ontario GIS Department and Vale.

5. Economic development potential.

Source: Melisa Drugge, Rick Minster, OBDD Business Development Officers (see Attachment 3).

Note: Vale intends to rezone 240 acres of industrial land in its acknowledged plan committed to public facilities to a public zone. Its industrial land need remains the same; however, less than 200-acres in sites suitable in regards to site characteristics for the opportunities found exist. Therefore, Vale will amend its UGB by 177-acres and seek further development of infrastructure prior to satisfying the additional need. The information below is for the economic development element of its comprehensive plan.

The city of Vale and Malheur County Economic Development in partnership with the Oregon Business Development Department, recommend the following acreage for short, mid and long term industrial development.

Estimate of needed employment land: 156 acres (approximately 5 sites).

Food Processing-35 acres: 2 sites. 140 emp.

Distribution/Intermodel-35 acres: 1 site. 125 emp.

Green Energy Manufacturing-50 acres: 1 site. 180 emp.

Small Manufacturing-25 acres: 1 site. 80 emp.

Resulting employment estimate: 525.

6. Implementation policies.

To meet the requirements of the local government and state agency collaborative determination of employment land need, Vale, and where appropriate Malheur County will:

- Adopt community economic development objectives (see above) by reference.
- Monitor water and sewer capacity. Notify State of Oregon RST and perform additional planning work when either system exceeds 80% of service capacity
- Protect industrial land for its intended use with zoning and development code.
- Work with DLCD and other state agencies to conduct robust future planning, especially for the expected transportation and housing needs analysis

Vale

The Oregon Department of Transportation (ODOT) works with cities and counties to develop plans that consider the long term needs of their transportation infrastructure. These plans, Transportation System Plans (TSP), consider current zoning and transportation infrastructure and provide a plan to support the community's long-term goals.

In general infill and redevelopment of current zoning should be considered first, as transportation improvements have been identified in the TSP to address potential build-out based on that zoning.

From a transportation and land use perspective, the community focus begins with what is currently available as an industrial zone base. By concentrating on infill and redevelopment of underutilized or vacant industrial sites, the community may maximize the public's infrastructure investments that are already in place. Additionally, transportation improvements have been identified in the local TSP to address transportation deficiencies that would allow further development of current underutilized industrially zoned properties.

Malheur County TSP calls for extending Railroad Avenue to Lagoon Drive to provide a farm-to-market truck access parallel to US 20/26. If this improvement were made, then the area north of the railroad and east of US 26 could develop with potentially less impacts to the US20/US26 (couplet) intersection.

The Malheur County TSP also identifies an extension of Lytle Boulevard to Columbia Avenue in Nyssa. Although this is a long-range project, it provides an alternate route and an opportunity for a farm-to-market road connection between Vale and Nyssa. This connectivity would provide benefit to the state as well as the Nyssa and Vale transportation systems.

OWRD Water Rights Vale

City of Vale

The current limiting factor for Vale is the 500 gallon per minute (GPM) capacity of the arsenic/nitrate treatment system located at the airport wellfield. If I am interpreting them correctly, the city's water rights for the airport wells (attached) allow for an average of about 660 GPM over the whole year. It appears the water rights require a percentage of the water be returned to Bully Creek, which leaves 528 GPM for use within the city (if I have done the math correctly). This means the treatment system could only be expanded by about another 25 GPM. In peak irrigation season in the summer, the city can use all of the current 500 GPM capacity, so there is little extra water available for any new industry that would be a heavy consumer of water, unless the city was willing to put water use restrictions in place in the summer.

The City has an emergency well at Washington Street, however that source exceeds the arsenic standard so our department will not allow it to be used on any kind of permanent or seasonal basis until a treatment system is installed for it. It appears the water rights for this well were transferred to the new airport wells, so I am not sure under what conditions Water Resources would allow this well to be used. Ron may be able to help with this....

Vale does appear to have other water rights documented for irrigation, and I'm not sure they can be used for other purposes.

Bill

William Goss, P.E.
Regional Engineer
DHS Drinking Water Program
700 SE Emigrant Ave. Suite 240
Pendleton, OR 97801
541-966-0900
fax: 541-276-4778
<http://oregon.gov/DHS/ph/dwp/index.shtml>

ECONOMIC OPPORTUNITIES ANALYSIS

GOAL 9

CITY OF VALE, OREGON

The regional economic opportunities reflect the ongoing development of the value added agricultural products industries. New and emerging opportunities for economic development and job creation are seen in the; food processing, data center, distribution, green energy manufacturing, and small manufacturing facilities.

VALE:

The city of Vale has the opportunity to expand its job growth opportunities. These opportunities include; food processing, small manufacturing, green energy manufacturing, data center, distribution/intermodal.

Vale is located within 20 miles of an Interstate Highway system. The community also has rail service with the existence of the Oregon Eastern Railroad. Idaho Power is the electrical service provider for the community, with a very competitive industrial power rate. Workforce availability is also a strong point for the community.

Considering the opportunities for job creation activities, the city of Vale and Malheur County Economic Development in partnership with the Oregon Business Development Department, recommend the following acreage for short, mid and long term industrial development.

Food Processing-35 acres

Distribution/Intermodel-35 acres

Green Energy Manufacturing-50 acres

Small Manufacturing-25 acres

Server Farms – 100 acres/site; two sites. Total 200 Acres. Realistically; one site 100+ acres in size.

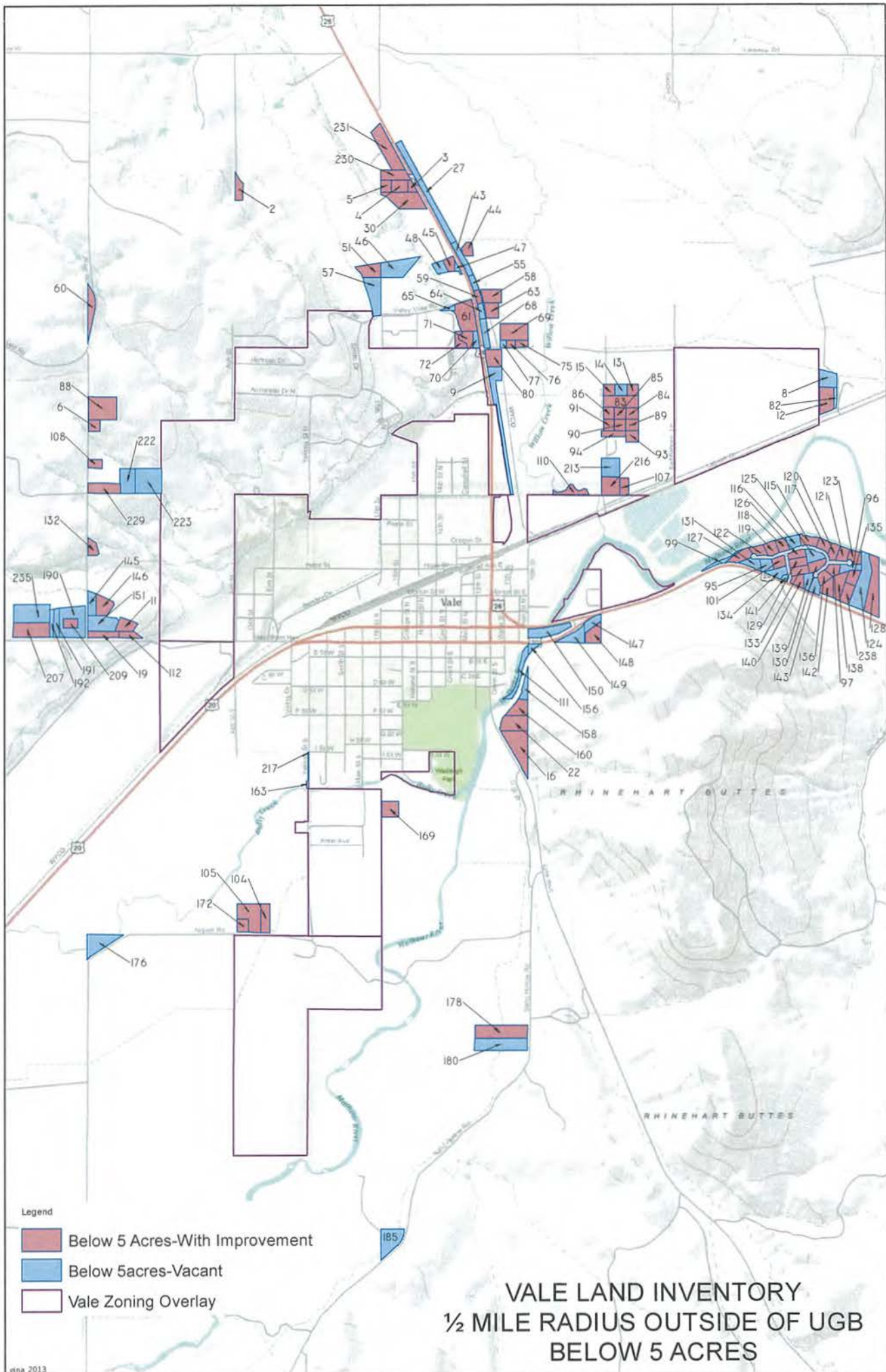
These industrial uses all need flat, dry land; with no constraints (No floodplain or wetlands or irregularly shaped parcels); Close to designated truck route (within ¼ mile); close to sewer, water, power and communications services (within 100 yards).

Food processing and Green Energy sites must be easily accessed by large load trucks from truck routes, with large yards available for storage of raw and finished materials. Access to rail facilities, particularly local, is preferred; adjacent to an existing siding with room for needed storage and handling facilities is ideal.

Small manufacturing sites must have access to adequate local transportation facilities and to designated truck routes, and must have adequate area for raw, and finished, material storage and handling, albeit on a smaller scale than food processing and green energy sites.

Server farms must have access to adequate local transportation facilities and be in close proximity to large quantities of electrical power; close to existing under-utilized substations is ideal.

Commercial land next to these sites is needed to allow workers close proximity to food, financial, legal, medical, etc. facilities.



VALE LAND INVENTORY
½ MILE RADIUS OUTSIDE OF UGB
BELOW 5 ACRES - VACANT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>ZONECODE</u>	<u>REFNUM</u>	<u>OWNER</u>
8	18S45E21A	300	1.98	C-A1	13822	RIOS, ERNEST & MARY
9	18S45E20A	1200	4.19	C-A1	13819	KELLER, DWIGHT W & KARLENE M
14	18S45E20A	200	1.02	C-RR	14046	WILLIAMS, MICHAEL K & SHERI L
43	18S45E17C	590	1.54	C-RR	13963	ELVIDGE, ANNE FAMILY TRUST
46	18S45E17C	102	3.78	C-A1	18454	JOHNSON, STEVEN LAVELL
47	18S45E17C	400	0.35	C-RR	13960	BUTTARS, GERALD & SANDRA F
48	18S45E17C	301	1.01	C-RR	13959	BUTTARS, GERALD & SANDRA F
55	18S45E17C	690	0.65	C-RR	13965	GRESSLEY, KYLIE V
57	18S45E18	1000	3.43	C-A1	15333	KING, WALTER A & GLADYS M
64	18S45E17C	890	0.62	C-RR	13969	PITTMANN, DONALD SR & SANDRA
65	18S45E17C	1400	0.35	C-RR+	16658	CEMETERY, VALLEY VIEW
68	18S45E17C	990	1.21	C-RR	13971	MOSS, RUSSELL E & EIKO K
70	18S45E17C	1603	0.76	C-RR	15500	DRIVER, WILLIAM
77	18S45E17C	1301	0.30	C-RR	13975	DALMAN, DARLA M
82	18S45E21A	400	0.39	C-A1	18413	SUNWEST FINANCIAL INC
95	18S45E21CA	2300	1.11	C-RR	19215	GAYTAN, ALFRED SR & BARBARA J
96	18S45E21D	1500	1.05	C-RR	19203	CAPUTI, ROBERT D & MARION R
99	18S45E21	400	0.69	C-A1	13841	WHITE, ALLEN & CYNTHIA FM TRST
111	18S45E29BA	4300	1.61	C-A2	14139	BUTLER, ROB'T D & SANDRA K
116	18S45E21CA	1700	1.15	C-RR	19209	TREVINO, RAUL JR
124	18S45E21D	800	4.94	C-RR	13838	SEVENTH DAY ADVENTISTS
125	18S45E21CA	500	1.39	C-RR	19197	APKER, HARRY
131	18S45E21CA	2200	1.12	C-RR	19214	SYMONDS, TERESA
134	18S45E21CA	2500	1.19	C-RR	19217	JOHNSON, REBECCA ANN
139	18S45E21CA	700	1.03	C-RR	19199	HUSTEAD, DENNIS & KAREN
141	18S45E21CA	2600	0.27	C-RR	19218	JOHNSON, REBECCA ANN
143	18S45E21CA	800	1.03	C-RR	19200	CANADAY, LOREN & EVA
145	18S45E19CC	200	1.40	C-RR	15479	OCCUPANT
147	18S45E20D	2000	1.23	C-I2	14110	17450 LLC
149	18S45E20D	2200	1.91	V-I+	14113	O I T S INC

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>ZONECODE</u>	<u>REFNUM</u>	<u>OWNER</u>
158	18S45E29BA	4300	1.06	C-A2	14139	BUTLER, ROB'T D & SANDRA K
176	18S45E	3800	3.33	C-A1	13877	STANDAGE ENTERPRISES LLC
180	18S45E32B	300	4.83	C-A1	15246	JOHNSON, JAMES R & ROSALIE K
185	19S45E	100	3.49	C-A2+	16816	U S A
190	18S44E24	1400	4.81	C-RR	13534	DENTINGER, RICKY D & RUTH E
191	18S44E24	1600	1.18	C-RR	16023	DENTINGER, RICKY D & RUTH E
192	18S44E24	1700	0.81	C-RR	13532	DENTINGER, RICK D & RUTH E
213	18S45E20A	700	2.50	C-RR	14059	STEPLETON, DOUGLAS L & CAROL K
217	18S45E30AD	6500	0.01	V-R+	16646	VALE, CITY OF
222	18S45E19B	801	2.76	C-RR	20177	TOLMAN, JENNIFER L & ADAM W
223	18S45E19B	802	5.00	C-RR	20178	TOLMAN, JENNIFER L & ADAM W
235	18S44E24	1801	4.96	C-RR	20329	LOVELADY, MICHAEL L & KATHLEEN
27	18S45E17	800	4.71	C-A1	13764	MENDIOLA, JAMES M
151	18S45E19CC	300	3.23	C-RR	13796	OCCUPANT
150	18S45E20D	2200	2.66	V-I+	14113	O I T S INC
156	18S45E29	200	0.46	C-A2	13849	BUTLER, ROB'T D & SANDRA K

REF - ASSESSOR'S REFERENCE NUMBER

VALE LAND INVENTORY
½ MILE RADIUS OUTSIDE OF UGB
B N 5 ACRES WITH IMPROVEMENT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>MIV/MLV (%)</u>	<u>OWNER</u>
2	18S45E18A	700	1.25	15343	C-A1	48.59%	PRICE, SHARON S
3	18S45E17B	600	0.56	13951	C-RR	9.05%	THALER, SUSAN JEAN
4	18S45E17B	603	1.48	13954	C-RR	5.25%	THALER, SUSAN JEAN
5	18S45E17B	602	0.99	13953	C-RR	4.41%	THALER, SUSAN JEAN
6	18S45E19B	600	1.00	13788	C-RR	699.39%	DICE, V REV TRUST
11	18S45E19CC	400	1.57	13795	C-RR	449.19%	PENNE, KARL T & COLLEEN A
12	18S45E21A	500	2.71	13824	C-A1	1.12%	SUNWEST FINANCIAL INC
15	18S45E20A	201	1.02	14047	C-RR	8.32%	MURPHY, BETTY J
16	18S45E29	500	4.86	15589	C-I2	0.77%	CHARD, SHERIAN
19	18S45E19CC	700	1.51	13803	C-RR	154.52%	BOND, RUSSELL M & GLENNA J
30	18S45E17B	601	4.06	13952	C-RR	8.40%	PARSLEY, ANNE C
44	18S45E17C	501	0.99	13962	C-RR	465.91%	ELVIDGE, ANNE FAMILY TRUST
45	18S45E17C	302	0.99	19563	C-RR	51.28%	BUTTARS, GERALD & SANDRA F
51	18S45E18	900	2.06	13780	C-A1	258.63%	JOHNSON, STEVEN LAVELL
58	18S45E17C	700	2.03	13966	C-RR	274.74%	ARBOGAST, RAYMOND P
59	18S45E17C	700	0.59	13966	C-RR	274.74%	ARBOGAST, RAYMOND P
60	18S45E18	400	1.91	13777	C-A1	218.57%	BRADFORD, RYAN & JUDY
61	18S45E17C	1600	3.95	16660	C-RR	155.66%	OREGON, STATE OF
63	18S45E17C	800	1.48	13968	C-RR	11.48%	PITTMANN, DONALD SR & SANDRA
69	18S45E17C	1000	3.50	13972	C-RR	147.15%	MCNAIR, EDWARD A & REBECCA R
71	18S45E17C	1700	1.26	13976	C-RR	33.88%	DRIVER, WILLIAM
72	18S45E17C	1701	0.98	13977	C-RR	54.45%	SPURGEON, GEORGE W II & DONA M
75	18S45E17C	1100	0.70	13973	C-RR	116.15%	POTTER, DANIEL R & BETTY
76	18S45E17C	1200	0.49	13974	C-RR	13.56%	KELLER, DWIGHT W & KARLENE M
80	18S45E20A	1100	2.00	15703	C-A1	96.57%	ALLUM PROPERTIES LLC
84	18S45E20A	602	1.08	14056	C-RR	7.64%	KELLER, LOGAN A
85	18S45E20A	400	0.99	14050	C-RR	17.67%	WILLIAMS, LLOYD JR & CYNTHIA K
86	18S45E20A	401	0.97	14051	C-RR	122.23%	CURTIS, JEFFERY D
88	18S45E19B	200	4.82	13782	C-RR	247.58%	HARTWELL, MICHAEL & JOSEPHINE
89	18S45E20A	600	1.08	14054	C-RR	39.70%	CUIN, STEVE
()	18S45E20A	501	1.00	14053	C-RR	83.69%	WILLIAMS, LLOYD JR & CYNTHIA K
91	18S45E20A	500	0.95	14052	C-RR	14.98%	JENKINS, JERRY P & DARLENE J

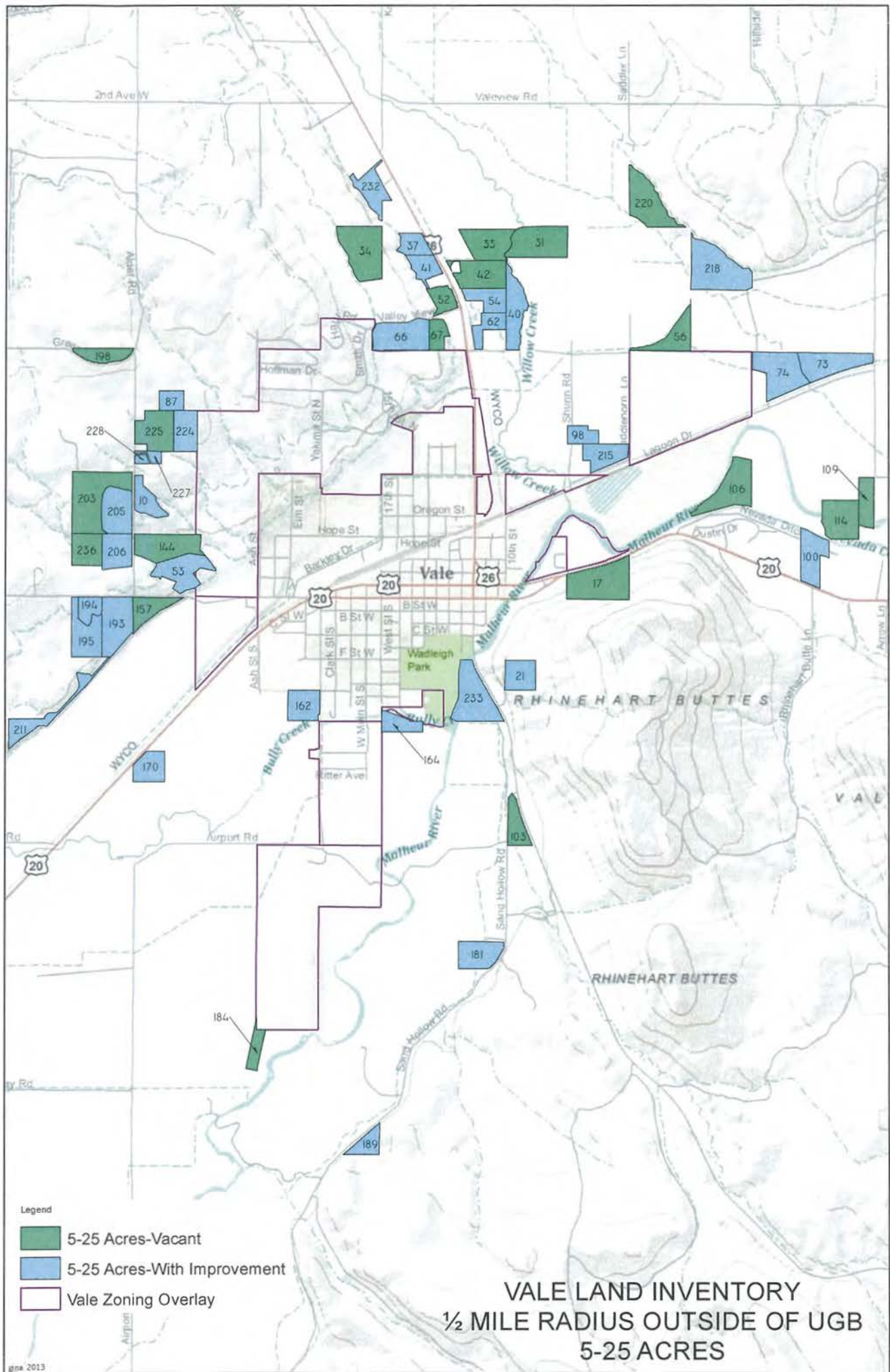
<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>MIV/MLV (%)</u>	<u>OWNER</u>
7	18S45E20A	604	1.05	14058	C-RR	57.16%	SMITH, DARWIN W & JANICE E
94	18S45E20A	601	1.05	14055	C-RR	3.10%	PHILPOTT, JOHN D
97	18S45E21D	1400	1.01	19202	C-RR	6.44%	APPEGATE, TODD J & JENNIFER D
101	18S45E21CA	2400	1.02	19216	C-RR	13.61%	HANEY, CARL L & JOYCE L
104	18S45E30D	100	2.00	13875	C-A1	228.58%	HUFF, LERAY & CORALIE M
105	18S45E30D	200	3.95	13873	C-A1	242.20%	NORTON, JAMES M & LISA R
107	18S45E20A	801	1.15	19226	C-RR	279.54%	ROSENFELD, BRIAN D & KRISTINE
108	18S45E19B	700	0.93	13786	C-RR	40.63%	WEATHERBY, LEE ROY & MARGARET
110	18S45E20A	1000	1.49	13817	C-A1	190.93%	KELLER, DWIGHT W & KARLENE M
112	18S45E19CC	500	0.96	13794	C-RR	647.36%	SALDANA, KATHLEEN C
117	18S45E21D	1200	1.09	19207	C-RR	5.93%	GUBSER, ROBERT W
118	18S45E21CA	1800	1.07	19210	C-RR	86.06%	VANDEWEGHE, DONALD & KLIFFIE
119	18S45E21CA	1900	1.24	19211	C-RR	325.02%	SMITH, LINDA L
120	18S45E21D	1100	1.06	19206	C-RR	38.94%	SAFFEL, DONALD W & M GRACE
121	18S45E21D	1000	1.09	19205	C-RR	55.67%	POOLER, DEAN W
122	18S45E21CA	2000	1.01	19212	C-RR	14.33%	HASSELBACH, ROGER JR & MELISSA
123	18S45E21D	900	1.20	19204	C-RR	2.63%	LOPEZ, RONALD L
126	18S45E21CA	400	1.01	19196	C-RR	442.55%	FULWYLER, RONALD L
127	18S45E21CA	2100	1.57	19213	C-RR	2.69%	SPIVEY, JOSEPH L & THELMA L
128	18S45E21D	700	4.56	16647	C-RR	449.97%	ADVENTIST, CHURCH SEVENTH DAY
129	18S45E21CA	300	1.10	19195	C-RR	367.71%	APKER, HARRY R
130	18S45E21CA	600	1.22	19198	C-RR	4.68%	BROWNE, WALLACE & GLADYS
132	18S45E19C	300	1.11	13791	C-RR	394.51%	ZEMMER, KEVIN L & MELANIE L
133	18S45E21CA	200	1.16	19194	C-RR	19.30%	GRANT, RODNEY L & CAROL A
135	18S45E21D	1600	1.15	13837	C-RR	7.08%	PERRY, CLAYTON C & ERIKA D
136	18S45E21D	1300	1.00	19201	C-RR	50.57%	STONE, HOWARD E & SHARON M
138	18S45E21D	1800	2.07	13839	C-RR	14.44%	LANDING, CYNTHIA L
140	18S45E21CA	100	1.03	19193	C-RR	117.44%	WILLIAMSON, WILLIS L II
142	18S45E21D	1900	1.34	13836	C-RR	339.26%	LANDING, CYNTHIA L
146	18S45E19CC	100	2.13	13802	C-RR	884.61%	OCCUPANT
160	18S45E29BA	4201	1.99	15277	C-A2	51.51%	COOPER, CURTIS D & KAREN J
163	18S45E30AD	6600	0.24	13867	C-A1	134.55%	ANTHONY, EDWARD F & NANCY A
169	18S45E29	1500	2.00	13856	C-A1	22.72%	STANDAGE FARMS INC
2	18S45E30D	300	1.07	13874	C-A1	40.13%	TOLMAN, SHARI S
178	18S45E32B	200	4.95	13883	C-A1	108.31%	JOHNSON, JAMES R & ROSALIE K

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>MIV/MLV (%)</u>	<u>OWNER</u>
7	18S44E24	1800	3.97	13531	C-RR	181.34%	LOVELADY, MICHAEL L & KATHLEEN
209	18S44E24	1500	1.00	13535	C-RR	690.29%	DENTINGER, RICKY D & R ELLEN
216	18S45E20A	701	2.50	20131	C-RR	8.96%	BAKER, JAMES C & VICKI L
229	18S45E19B	900	2.42	13787	C-RR	234.42%	SCHOORL, RICHARD W & CONSUELO
230	18S45E17B	501	2.04	13950	C-RR	39.82%	BENITEZ, VENUSTIANO M
231	18S45E17B	500	4.45	13949	C-RR	135.86%	JENSEN, JAMES & MARY LOU TRST
238	18S45E21D	1700	1.50	13840	C-RR	246.14%	PERRY, CLAYTON C & ERIKA D
115	18S45E21CA	1600	1.33	19208	C-RR	24.62%	HAMSHER, DIX
13	18S45E20A	202	1.02	14048	C-RR	190.80%	WILLIAMS, MICHAEL K & SHERI L
83	18S45E20A	300	3.05	14049	C-RR	19.27%	SKERJANEC, JIM F
22	18S45E29	600	3.09	16077	C-I2	303.43%	COOPER, CURTIS D & KAREN J
148	18S45E20D	2001	1.93	14111	C-I2	166.31%	17450 LLC

MIV - MARKET IMPROVEMENT VALUE

MLV - MARKET LAND VALUE

RL - ASSESSOR'S REFERENCE NUMBER



VALE LAND INVENTORY
½ MILE RADIUS OUTSIDE OF UGB
5-25 ACRES-VACANT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>OWNER</u>
17	18S45E20D	1900	21.40	14109	C-A2	LONG, ROY & DEBBIE
31	18S45E17	1000	18.29	13765	C-A1	TOLBERT, R L & KIMBERLY D
33	18S45E17	900	13.79	13761	C-A1	REED, JACQUELINE M
34	18S45E18	800	20.44	18453	C-A1	KING, WALTER A & GLADYS M
42	18S45E17C	500	14.67	13961	C-RR	ELVIDGE, ANNE FAMILY TRUST
52	18S45E17C	1400	5.95	16658	C-RR+	CEMETERY, VALLEY VIEW
56	18S45E16	1500	10.25	13753	C-A1	VALE, CITY OF
67	18S45E17C	1601	5.46	16661	C-RR	CEMETERY, VALLEY VIEW
103	18S45E29	1200	7.96	13852	C-A1	MASTERS, RICHARD
106	18S45E21	400	17.30	13841	C-A1	WHITE, ALLEN & CYNTHIA FM TRST
109	18S45E21D	100	8.00	13828	C-A1	KOPP, C JOHN REV TRUST
114	18S45E21D	200	14.22	13827	C-A1	KOPP, C JOHN REV TRUST
144	18S45E19C	400	16.50	13798	C-RR+	BATEMAN, CONRAD S & GAIL C
157	18S45E30	200	8.40	16651	C-A1	OREGON, STATE OF
184	18S45E	4300	5.14	19805	C-A1	VALE, CITY OF
198	18S44E24	100	7.21	13517	C-A1	MARTIN, PATRICIA
203	18S44E24	1100	24.65	13530	C-A1	HUTCHENS, LUCYMAE
220	18S45E16	900	16.98	13748	C-A1	KING, GREGORY G & DEBORAH
225	18S45E19B	500	14.30	13784	C-RR	DICE, V REV TRUST
236	18S44E24	1802	10.20	20330	C-RR	LOVELADY, MICHAEL L & KATHLEEN

VALE LAND INVENTORY
¼ MILE RADIUS OUTSIDE OF UGI
5-25 ACRES-WITH IMPROVEMENT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>MIV / MLV (%)</u>	<u>OWNER</u>
21	18S45E29	300	9.62	16649	C-A2	121.51%	VALE, CITY OF
37	18S45E17C	200	6.12	13957	C-RR	95.30%	HALL, SCOTT
40	18S45E17	1200	13.50	13767	C-RR	15.21%	GABRIELSON, FREDERICK D
41	18S45E17C	300	6.59	13958	C-RR	2.01%	CARRIER, LAVON F
53	18S45E19C	600	13.90	13797	C-RR	181.40%	FINDLEY, LYNN P & SHELLEY A
54	18S45E17C	600	8.37	13964	C-RR	13.39%	GRESSLEY, KYLIE V
62	18S45E17C	900	6.76	13970	C-RR	7.40%	MOSS, RUSSELL E & EIKO K
66	18S45E17C	1500	16.76	16659	C-RR	32.66%	CEMETERY, VALLEY VIEW
73	18S45E21A	100	14.71	13823	C-A1	1.15%	WHITE FAMILY TRUST
74	18S45E21A	200	18.77	13821	C-A1	5.08%	MEEK, L D
87	18S45E19B	300	5.01	13783	C-RR	15.83%	WOLFE, DONALD L & CAROLYN H
100	18S45E21D	600	11.98	13832	C-RR	56.73%	DROWNS, DOYLE W & CHRISTINA M
162	18S45E30A	200	9.96	13866	C-A1	30.99%	STANDAGE ENTERPRISES LLC
170	18S45E30	600	9.02	13871	C-A1	198.44%	BARLOW, ELEANOR C
181	18S45E32B	400	11.53	13884	C-A1	56.17%	SHAFFER, TODD S
193	18S44E25	100	16.46	13536	C-A1	76.02%	NELSON, STEVE K & LYDIA E TRST
194	18S44E25	200	5.55	13539	C-A1	259.12%	LAZY T R RANCH, LLC
195	18S44E25	300	13.73	15884	C-A1	35.82%	LAZY T R RANCH, LLC
206	18S44E24	1300	10.73	13533	C-RR	0.30%	GASKILL, NELL TRUST
218	18S45E16	1000	23.77	13749	C-A1	118.59%	KING, GREGORY G & DEBORAH
228	18S45E19B	800	11.27	13785	C-RR	55.06%	SCHULTZ, MICHAEL
232	18S45E18A	300	9.81	13769	C-RR	129.77%	WILSON, ROBERT G & MARY N
98	18S45E20A	603	5.42	14057	C-RR	38.14%	WAYNE, DON M & ANNETTE H
215	18S45E20A	800	9.85	14060	C-RR	164.35%	BATES, ROBERT I & CAROLYN L
205	18S44E24	1200	14.01	13529	C-A1	62.57%	BERTALOTTO, LESLIE R & KATHY
10	18S45E19C	200	7.61	13790	C-RR	150.71%	FIELDS FAMILY TRUST
227	18S45E19B	800	11.27	13785	C-RR	55.06%	SCHULTZ, MICHAEL
224	18S45E19B	400	10.02	13789	C-RR	176.29%	JOHNSON, DEBORAH K & GEARY L
211	18S44E25	1100	10.40	13545	C-A1	29.44%	MC ELROY RANCHES INC
164	18S45E29BC	3500	6.46	14146	C-A1	123.92%	RUSSELL, GEORGE C & MARISSA A
189	19S45E	300	6.07	14506	C-A1+	41.41%	STANDAGE, DARRELL D
233	18S45E29	700	19.88	13850	C-I2	12.50%	BUTTICE FOREST PRODUCTS INC

• MIV- MARKET IMPROVEMENT VALUE

• MLV - MARKET LAND VALUE

VALE LAND INVENTORY
½ MILE RADIUS OUTSIDE OF UGB
25 ACRES AND ABOVE - VACANT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>ZONECODE</u>	<u>OWNER</u>
1	19S45E	100	12845.15	16816	C-A2+	U S A
18	18S45E29	100	68.74	13848	C-A2	BUTLER, ROB'T D & SANDRA K
25	18S45E17	600	56.02	13763	C-A1	BELNAP, RAYMOND S
26	18S45E17	700	26.57	13762	C-A1	BELNAP, RAYMOND S
28	18S45E16	1300	57.95	19358	C-A1	HAWLEY, CLARICE LIVING TR
102	18S45E30	700	89.38	13872	C-A1	BULLY CREEK FARMS INC
152	18S45E	3600	471.68	13845	C-A2	BUTLER, ROB'T D & SANDRA K
165	18S45E29	1100	136.37	16645	C-I2	MALHEUR COUNTY
167	18S45E29	1400	68.68	13855	C-A1	STANDAGE FARMS INC
175	18S45E	3800	54.44	13877	C-A1	STANDAGE ENTERPRISES LLC
177	18S45E	4100	53.79	13881	C-A1	KAMO, GARY L
182	18S45E	4500	85.87	13879	C-A2	STOUT, JOHN & TAMI
187	19S45E	400	36.19	14507	C-A1+	STANDAGE LAND & LIVESTOCK INC
199	18S44E24	500	38.35	13514	C-A1	HUTCHENS, LUCYMAE
214	18S45E20A	900	67.68	13818	C-A1	KELLER, DWIGHT W & KARLENE M
50	18S45E16	1300	59.79	19358	C-A1	HAWLEY, CLARICE LIVING TR
36	18S45E18	600	79.05	16641	C-A1	U S A
197	18S44E13	700	42.62	13317	C-A1	WILD ROSE LAND & CATTLE, LLC
204	18S44E24	900	112.90	13519	C-A1	ZACH, MICHAEL F & THERESA M
155	18S45E29	200	38.03	13849	C-A2	BUTLER, ROB'T D & SANDRA K
161	18S45E29	400	39.83	13851	C-A2	BUTLER, ROB'T D & SANDRA K
174	18S45E	3900	98.94	13876	C-A1	JOHNSON, RICHARD L
188	19S45E	500	65.86	14508	C-A1	JOHNSON, CHRISTIAN & RHIA

VALLE LAND INVENTORY
½ MILE RADIUS OUTSIDE OF UGB
25 ACRES AND ABOVE - WITH IMPROVEMENT

<u>ID</u>	<u>MapNumber</u>	<u>Taxlot</u>	<u>MapAcres</u>	<u>REFNUM</u>	<u>MIV/MLV (%)</u>	<u>ZONECODE</u>	<u>OWNER</u>
	18S45E18A	500	56.09	13772	7.41%	C-A1	LOVELL, BURRELL B & H CHARLENE
29	18S45E16	1100	27.27	13750	117.09%	C-A1	HAWLEY, MATHEW J & COLLEEN A
32	18S45E17C	101	29.45	15332	41.01%	C-A1	KING, WALTER A & GLADYS M
38	18S45E18	400	76.72	13777	218.57%	C-A1	BRADFORD, RYAN & JUDY
39	18S45E17	1100	46.44	13766	31.61%	C-A1	TOLBERT, R L & KIMBERLY D
49	18S45E16	1400	38.58	13752	34.49%	C-A1	WILLHOIT, NEIL C II
79	18S45E20A	1000	36.23	13817	190.93%	C-A1	KELLER, DWIGHT W & KARLENE M
81	18S45E21	100	112.47	13825	22.33%	C-A1	DAVIES, EDWARD & MAXINE
92	18S45E21	300	45.21	13826	73.87%	C-A1	WHITE FAMILY TRUST
113	18S45E19C	101	31.07	20120	167.24%	C-RR	CHILDS, JEFFREY E & SHERYL A
154	18S45E	3700	117.91	16648	17.42%	C-A2	U S A
159	18S45E30	300	42.12	13869	16.43%	C-A1	ZINIE, DAVID & SUSAN
171	18S45E29	1300	46.64	13853	37.49%	C-A1	KAMO, GARY
173	18S45E32B	100	134.91	13882	0.63%	C-A1	KAMO, GARY L
183	18S45E	4200	169.95	13878	97.70%	C-A1	JOHNSON, JASON D & RACHEL L
196	18S44E25	400	73.92	13537	35.97%	C-A1	LAZY T R RANCH, LLC
201	18S44E24	300	38.71	13518	143.20%	C-A1	HOUSE, GEORGE D & RUTH E
202	18S44E24	400	39.52	13515	101.54%	C-A1	HUTCHENS, LUCYMAE
210	18S44E25	1100	108.00	13545	29.44%	C-A1	MC ELROY RANCHES INC
	18S44E	11800	117.10	13626	73.37%	C-A1	STANDAGE ENTERPRISES LLC
219	18S45E	1900	150.04	13754	18.38%	C-A1	MIZUTA FAMILY TRUST
237	18S45E30	100	58.12	13868	45.86%	C-A1+	FULLETON, LONNIE W
221	18S45E16	700	193.13	13746	5.44%	C-A1	KING, GREGORY G & DEBORAH
20	18S45E17	500	126.32	13760	4.38%	C-A1	BELNAP, RAYMOND S
78	18S45E20A	100	38.74	14045	1.17%	C-A1	KELLER, DWIGHT W & KARLENE M
35	18S45E18	700	33.47	13779	205.09%	C-A1	PHILPOTT, MICHAEL & JARELDETTE
24	18S45E18A	600	51.60	13773	32.95%	C-A1	THODE, GLENN & DOROTHY
234	18S45E18	300	158.31	13776	25.35%	C-A1	KINDSCHY, ROBERT R
200	18S44E24	200	29.73	13516	26.80%	C-A1	KAREN JACKSON
7	18S45E19B	100	70.00	13781	1.34%	C-A1	BAIR, ROBERT & DARLA
226	18S45E19C	100	31.07	13792	181.33%	C-RR	DAYTON, MARK & JENNY
208	18S44E24	1900	41.29	13528	18.79%	C-RR	STOAKS, ALBERT R & CHARLINE
137	18S45E21	600	85.17	13842	82.75%	C-RR	NALIVKA, JOHN S & SHERI K
153	18S45E30	400	48.87	13870	16.43%	C-A1	BULLY CREEK FARMS INC
166	18S45E29	1000	36.07	13854	188.34%	C-A1	BUTTICE, DENNIS J & ROBERTA L
168	18S45E30	500	107.22	13865	658.70%	C-A1	STANDAGE FARMS INC
179	18S45E	4400	154.95	13880	26.77%	C-A1	RECLA LAND, LLC
186	19S45E	300	212.60	14506	41.41%	C-A1+	STANDAGE, DARRELL D

- MIV - MARKET IMPROVEMENT VALUE
- MLV - MARKET LAND VALUE



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www.QualityInfo.org

May 10, 2013

A Review of Employment Trends in Vale and Surrounding Areas

The Oregon Employment Department compiles monthly and annual statistics describing employment trends at the state and local levels. In Malheur County, long-term employment trends show a pattern of growth, though more recent years – including the period sometimes called the “Great Recession” – failed to extend that pattern.

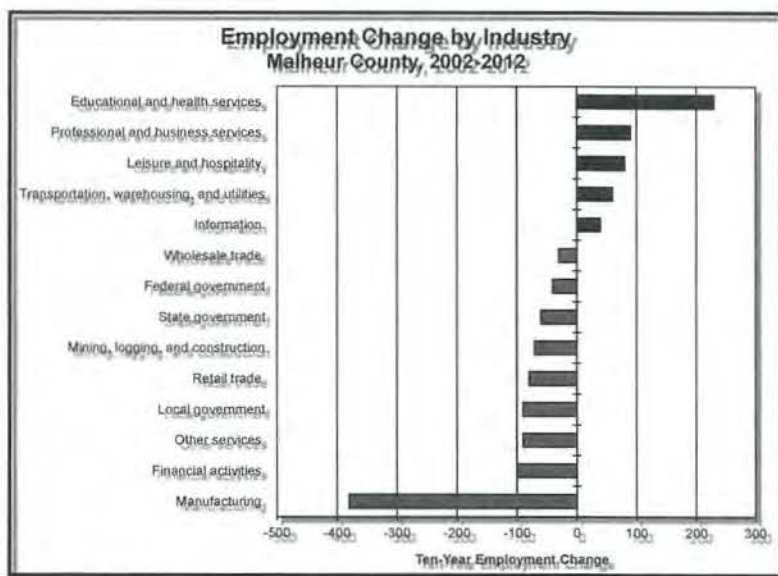
Total nonfarm payroll employment in Malheur County peaked in 2000 (Graph 1). Since then, job counts have been more down than up. Over the 10-year period from 2002 to 2012, nonfarm employment in Malheur County fell by about 4 percent.



Graph 1

The manufacturing industry bore the brunt of that job loss (Graph 2). The Oregon Employment Department publishes official employment-by-industry statistics at the county level, not at the city level. However, it is probably safe to say that declining factory employment since 2002 affected Nyssa and Ontario more than Vale.

Educational and health services was Malheur County's top performing industry over the past decade. That's consistent with trends across Oregon, as the aging population demands increasing health care. Please note that “educational and health services,” as used here, refers to only the private-sector portion of the industry. Public-sector education employment, such as school district employment, is classified under a government category.



Graph 2

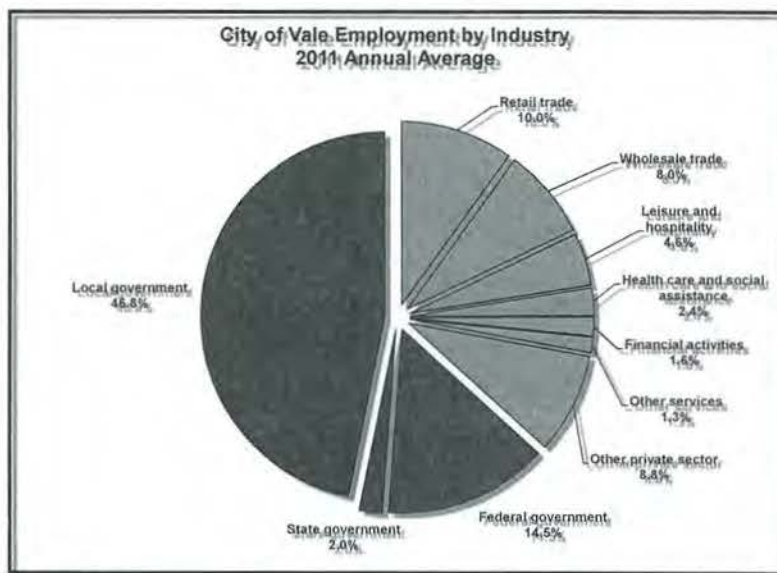
A Review of Employment Trends in Vale and Surrounding Areas (continued)

The Ontario area drives Malheur County's employment trends. Nevertheless, the City of Vale alone captures more than 1,000 jobs and nearly 10 percent of the county's total. While official employment statistics are available only at the county level, the Employment Department sometimes uses geocoded data to assess employment at the city level. Graph 3 takes that approach, offering an unofficial snapshot of 2011 employment-by-industry data in Vale.

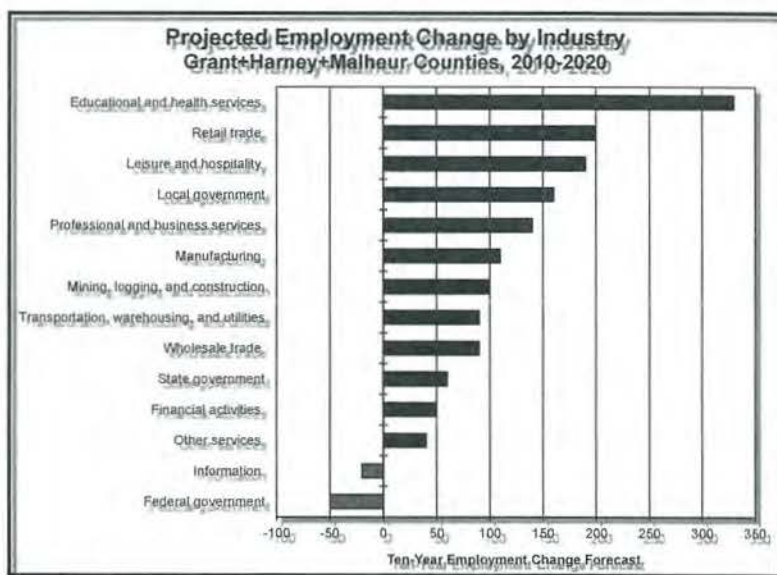
As the county seat and the headquarters for a district office of the U.S. Bureau of Land Management, Vale is home to many government jobs. In fact, nearly two-thirds of the employment base in the City of Vale comes from its federal, state, and local government workforce.

The Employment Department makes 10-year employment projections at the state and regional levels. Our latest forecast covers the period from 2010 to 2020. Projections for Vale and Malheur County are included in a region which also covers Grant and Harney counties. Malheur County largely steers the regional outlook, as its job base is more than double that of Grant and Harney counties combined.

Our projections suggest that the current downtrend in the area will eventually end and that the economy will resume an upward path, lifting employment in most industries (Graph 4). However, Southeast Oregon is forecast to be the slowest-growing region of the state. We expect health services to continue to be a leading growth industry in the future, as the aging population phenomenon has not yet fully run its course.



Graph 3



Graph 4

Region 14: Industry Employment Forecast, 2010-2020
Grant, Harney, and Malheur Counties

	2010	2020	Change	% Change
Total payroll employment	18,010	19,640	1,630	9%
Total private	12,220	13,680	1,460	12%
Natural resources, mining, and construction	2,370	2,630	260	11%
Mining, logging, and construction	480	580	100	21%
Manufacturing	1,080	1,190	110	10%
Trade, transportation, and utilities	3,560	3,920	360	10%
Wholesale trade	790	880	90	11%
Retail trade	2,360	2,560	200	8%
Transportation, warehousing, and utilities	400	490	90	23%
Information	170	150	-20	-12%
Financial activities	510	560	50	10%
Professional and business services	670	810	140	21%
Educational and health services	1,960	2,290	330	17%
Leisure and hospitality	1,490	1,680	190	13%
Other services	410	450	40	10%
Government	5,790	5,960	170	3%
Federal government	810	760	-50	-6%
State government	1,570	1,630	60	4%
Local government	3,410	3,570	160	5%

Note: Industry and occupational employment totals are not equal due to rounding.

Note: Farm employment is included in natural resources and mining.

Source: Oregon Employment Department www.qualityinfo.org

Employment Land Inventory and Potential Expansion Sites

Location and Sizes

Source: City of Vale

1. Vale Municipal Airport - 160 Acres Map 18S 45E 30 Lot 4000 Zoned - V-AP+

10 Acres/RP20, 2 Acres/Class 6, 129.8 Acres/Class 7, 3 Acres/Class 7P

Exclude - location of city potable water source, potential for air traffic, limited road access, no wastewater service.

2. Johnson Property - 98.12 Acres Map 18S 45E 30 Lot 3900 Zoned C-A1

98.12 Acres/Class 07A

Possible - located next to airport, limited road access, no wastewater service.

3. Old Labor Camp (Oldenkamp) - 11 Acres Map 18S 45E 19DC Lots 100-500/1300-1600

Approximately 11 Acres Zoned Vale Residential 1

Include - inside city limits, requires a zoning change, good access, connects to present industrial zone, water/wastewater available, near the railroad

4. Wyoming Colorado Railroad - ??? Size Map 18S 45E 19DD Along Rail Line

Irregular property boundaries Zoned Vale Industrial

Include - already in the industrial zone, owned by Amalgamated Sugar, good access, water/wastewater available.

5. Keller Property - 60 Acres Map 18S 45E 20A Lot 900 Zoned C-A1

57 Acres/Class 3, 1 Acre/Class 6, 2 Acres/Class 7P

38.50 Acres Map 18S 45E 20A Lot 1000 Zoned C-A1

.5 Acres/FHS, 28 Acres/Class 4, 5 Acres/Class 6, 3 Acres/Class 7A, 2 Acres/Class 7P

Exclude - limited access, no water/wastewater, property divided by Willowcreek, property is in 100 year flood zone.

6. Fulleton Property - 58 Acres Map 18S 45E 30 Lot 100 Zoned C-A1

.5 Acres/FHS, 55 Acres/Class 3, 2.5 Acres/Class 6

Include – 40 acres of the property is presently in UGB zoned commercial; good road access, requires a zoning change, water/wastewater in close proximity, potential for rail access.

7. Mc Elroy Property - 40.90 Acres Map 18S 45E 30 Lot 300 Zoned C -A1

.5 Acres/FHS, 35.5 Acres/Class 3, 2.4 Acres/Class 4, 2.5 Acres/Class 6

Include - lies next to property #6, not in UGB, water/wastewater in close proximity, access is good, potential rail access.

8. Barlow (Bully Creek Farms) - 49.40 Acres Map 18S 45E 30 Lot 400 Zoned C-A1

.5 Acres/FHS, 48.4 Acres/Class 2, .5 Acres/Class 4

89.84 Acres Map 18S 45E 30 Lot 700 Zoned C-A1

.5 Acres/FHS, 65 Acres/Conversion, 4 Acres/Class 4, 17.5 Acres/Class 6, 2.84 Acres/Class 7P

Exclude - higher quality farm ground, proximity to school, in 100 year flood zone

** Could be considered in the future

9. Standage (Standage Farms) - 107.79 Acres Map 18S 45E 30 Lot 500 Zoned C-A1

.5 Acres/FHS, 72 Acres/Class 2, 4.5 Acres/Class 4, 8.5 Acres, Class 5,

20 Acres/Class 6, 2.29 Acres/Class 7P

Exclude - higher quality farm ground, no water/wastewater, limited access, contiguous with other family farm ground, 100 year flood zone

10. Glerup (Geo Investments) - 28.80 Acres Map 18S 45E 19C Lot 500 Zoned V-R+

28.80 Tract Land

Lots 500-1000 Map 18S 45 20BC Zoned V-C

Include - located in UGB, requires a zoning change, land presently classified as tract land, good access, close to water/wastewater.

11. Assembly of God - Lots 200-400 Map 18S 45 20BC Zoned V-C

Exclude - small lots, part of a contiguous commercial zone

12. Brown (Cottonwood Subdivision) - 17.86 Acres Map 18S 45 20BC Zoned V-R

17.86 Acres/Class 5 (Hay Cover)

Exclude - phase two of a residential development, already platted, present supply of residential property

13. Rios Property - 14.40 Acres Map 18S 45E 21A Lot 200 Zoned C-A1

14.40 Acres/Class TR01

1.98 Acres Map 18S 45E 21 A Lot 300 Zoned C-A1

1.98 Acres/Class TR01

** Include - soil type, contiguous with property #14 and #16, ??access, water/wastewater a stretch, 100 year flood zone, along the rail.

14. White Property - 15.41 Acres Map 18S 45E 21A Lot 100 Zoned C-A1

15.41 Acres/Class TR01

32.73 Acres Map 18S 45E 21A Lot 300 Zoned C-A1

.5 Acres/FHS, 15 Acres/Class 1, 10 Acres/Class 4, 5.73 Acres/Class 5, 1.5 Acres/7P

11.78 Acres Map 18S 45E 21A Lot 400 Zoned C-A1

11.78 Acres/Class 3

** Include - lot 100 contiguous with property #14 and #16, soil type, access, water/wastewater a stretch, 100 year flood zone, along the rail.

15. Davies Property - 117.82 Acres Map 18S 45E 21A Lot 100 Zoned C-A1

.5 Acres/FHS, 99 Acres/Class 4, 5.77 Acres/Class 5, 8.48 Acres/Class 6,

4.07 Acres/Class7P

Include - lesser quality farm soil, ties into city property, minor water/wastewater delivery issue, good access, rail across highway, minimal flood area.

16. Willhoit Property - 38 Acres Map 18S 45 16 Lot 1400 Zoned C-A1

38 Acres/Tract Value

** Include - contiguous with property #14 and #16, on its own is an island, soil type, 100 year flood zone.

17. 17450 LLC (Mushroom Plant) Map 18S 45 20D Lots 1800,1801,1803 Zoned V-I+

14 Acres (10.93, .69, 2.39) Class/RP20

Include - already in UGB as industrial

18. City of Vale - 101.40 Acres Map 18S 45E 21 Lot 200 Zoned V-I+

66 Acres/Class 4, 28.9 Acres/Class6, 6Acres/Class7A, .5Acres/Class7P

90.33 Acres Map 18S 45E 21 Lot 500 Zoned V-I

90.33 Acres/Class RP20

58.84 Acres Map 18S 45 20D Lot 100 Zoned V-I

58.84 Acres/Class RP20

Exclude - needs to be re zoned from present industrial zoning to public facilities, property is presently the lagoons, expansion and overflow ground, treatment site and effluent water application ground.

19. Malheur County - 133 Acres Map 18S 45 29 Lot 1100 Zoned C-12

53 Acres/ClassRP20, 80Acres/Class7A

Exclude - topography limitations, major water/wastewater access issues

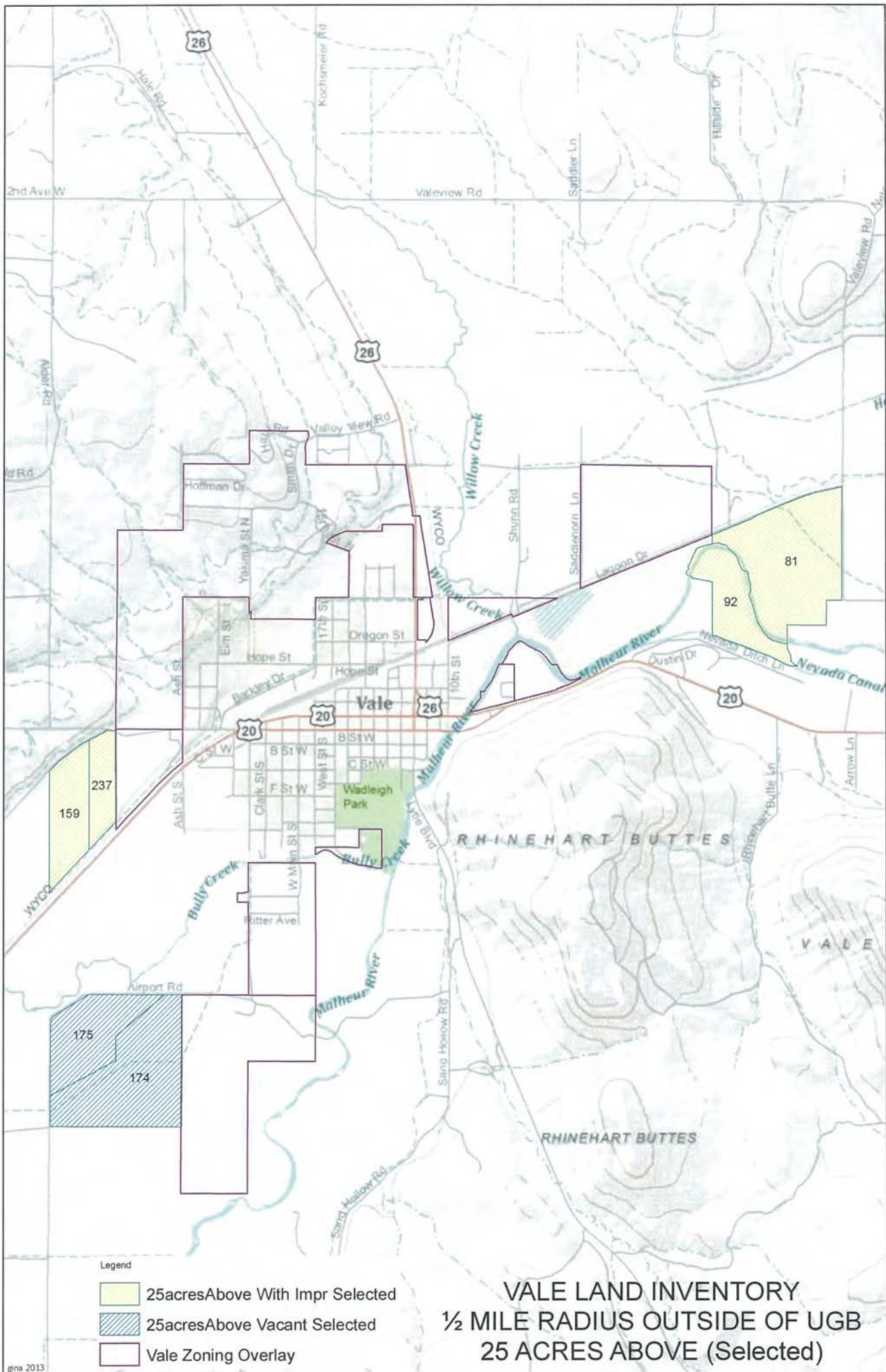


EXHIBIT C CHAPTER 10 PLAN POLICIES

Chapter 10 Plan Policies

1. Create conditions so that net new jobs can locate in the community as a major driver of economic activity.
2. Designate an adequate long term supply of employment lands in various sizes suitable for industrial development to meet needs identified by the Oregon Business Development Department.
3. Provide a competitive short term supply that includes a mix of property sites in a variety of types and sizes suitable to match site to opportunity.
4. Ensure that all industrial lands are market ready with access, infrastructure and permit needs capable of being met within six months of receiving a proposal for development and site development to complete within one year of a building permit.
5. Protect designated industrial lands with appropriate zoning and land development ordinances.
6. Use effective planning and infrastructure investment techniques to maximize the beneficial use of existing infrastructure systems and other community assets.
7. Monitor water and sewer capacity. Notify State of Oregon RST and perform additional planning work when either system exceeds 80% of service capacity
8. Protect industrial land for its intended use with zoning and development code.
9. Work with DLCD and other state agencies to conduct robust future planning, especially for the expected transportation and housing needs analysis.
10. Work with State agencies to maintain an adequate supply of employment lands.
11. Participate in a county-wide economic development plan, and work with State Agencies, to recruit targeted employers and to seek financing for associated programs and projects.

EXHIBIT D CHAPTER 12 PUBLIC FACILITIES PLAN
 CHAPTER 13 TRANSPORTATION
 SYSTEM PLAN IMPROVEMENTS
 TO COMPREHENSIVE PLAN

LOGO

2014 Public Facility Plan

Prepared by:
Winterbrook Planning
With assistance from
The City of Vale and Anderson Perry & Associates

Adopted by City Council
_____, 2014
Ordinance No. ____

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ACKNOWLEDGMENTS

This project was funded in significant part by an economic development grant provided by Malheur County, with assistance from the Department of Land Conservation and Development. Field Manager Grant Young was responsible for monitoring project progress and ensuring that this product meets applicable statutory and administrative rule requirements. He did so with considerable technical skill and understanding of the planning and public facilities issues faced by state and local governments. The City and Winterbrook Planning appreciate his service.

Winterbrook Planning prepared the outline and much of the written text for the PFP. However, Winterbrook could not have done so without the leadership of City Manager Lynn Findley.

Winterbrook also appreciates the focused assistance, knowledge of local conditions, and technical skills of Anderson Perry & Associates, and Lancaster Engineering. These City contractors provided critical information, mapping, and analysis related to public works and transportation projects – including their location, estimating cost, timing and probable funding sources – that are necessary to serve planned growth in Vale and its expanded Urban Growth Area (UGA) over the 20-year life of this document.

APPENDICES AND MAPS

The Vale PFP includes four appendices and 2 maps.

- **Appendix A: Public Facilities Planning** includes the text of OAR Chapter 660, Division 011.
- **Appendix B: Joint Urban Growth Management Agreement** includes the text of the Joint UGMA between Vale and Malheur County.
- **Appendix C: Vale West Side UGB Expansion TIS** includes the transportation impact study for proposed UGB expansions to the west of the existing 2014 UGA.
- **Appendix D: Vale East Side UGB Expansion TIS** includes the transportation impact study for proposed UGB expansions to the east of the existing 2014 UGA.
- **Map 1: Water and Wastewater System Projects within Existing 2014 UGB** shows planned sanitary sewer and water improvements within the existing (2014) UGA.
- **Map 2: Water and Wastewater System Projects within Proposed 2034 UGB** shows planned sanitary sewer and water improvements within the proposed UGA expansion area. Note that identified projects within the proposed UGA expansion area are preliminary. The City plans major updates to all of its facility master plans following LCDC approval of a UGA expansion proposal.

Proposed transportation improvements within the existing UGA are shown on the Vale TSP (W&H Pacific, 1998; updated by TriLand Design Group, 2001), Figures 7-1, 7-3, and 7-4.

REFERENCES AND ACRONYMS

In addition to information, maps and analysis provided by the City of, Winterbrook reviewed and incorporated relevant portions of the following plans related to public facilities into the text, tables and maps of the Vale PFP:

- *City of Vale Phase II Wastewater Facilities Plan Update* (Anderson Perry & Associates, 2002)
- *City of Vale Transportation System Plan* (W&H Pacific, 1998; updated by TriLand Design Group, 2001)
- *Vale Water System Master Plan* (Anderson Perry & Associates, 1996)
- *Joint Urban Growth Management Agreement* (The City of Vale and Malheur County, 2014)
- *Vale Comprehensive Plan*, (City of Vale, 2003)

The following terms and their acronyms are used frequently in this document:

- | | |
|---|--------------|
| • City of Vale Comprehensive Plan | CP |
| • Statewide Planning Goal 11: Public Facilities and Services | Goal 11 |
| • Statewide Planning Goal 12: Transportation | Goal 12 |
| • The Public Facilities Planning Rule (OAR Chapter 660, Division 011) | Goal 11 Rule |
| • The City of Vale Zoning Code | ZC |
| • The City of Vale Public Facilities Plan | PFP |
| • System Development Charge | SDC |
| • Transportation Planning Rule (OAR Chapter 660, Division 012) | TPR |
| • The City of Vale Transportation System Plan | TSP |
| • The City of Vale Urban Growth Area | UGA |
| • Joint Urban Growth Management Agreement | JMA |

STATUTORY AND ADMINISTRATIVE RULE BACKGROUND

In the early 1980s Oregon was going through a major recession. Across the state, substantial land for commercial and industrial employment had been designated within UGAs – but there was a concern that (a) land designated for employment may not meet the site requirements of potential employers, and (b) adequate planning for the provision of public facilities and services required for development may not have occurred.

ORS 197.712 addresses the first concern by requiring cities to prepare and adopt Economic Opportunities Analyses (EOA) and provide suitable sites to meet identified employment needs.¹ The City of Vale EOA was adopted and served as the basis for proposed UGA amendments in 2014.

¹ This legislation was later incorporated into the Goal 9 (Economic Development) administrative rule (OAR Chapter 660, Division 009). ORS 197.717 also commits the state to provide technical assistance to local governments in preparing required economic studies and suitable land inventories.

The second issue – that of planning for key public facilities – is addressed in ORS 712(e) which states:

(e) A city or county shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. The public facility plan shall include rough cost estimates for public projects needed to provide sewer, water and transportation for the land uses contemplated in the comprehensive plan and land use regulations. Project timing and financing provisions of public facility plans shall not be considered land use decisions.

The statutory requirement for local public facilities plan is also set forth in Goal 11 (Public Facilities and Services).

Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons.

Public Facilities Plan – A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan or plans within an urban growth boundary containing a population greater than 2,500.

The Goal 11 administrative rule (Public Facilities Planning: OAR Chapter 660, Division 011) provides further guidance on the preparation of PFPs. Please see **Appendix A** for the full text of the Goal 11 rule as it applies to the local Public Facilities Plans.

PURPOSE AND BACKGROUND

The purpose of The City of Vale Public Facilities Plan (PFP) is to assure that planned urban development within The City of Vale Urban Growth Area (UGA) has an adequate level of key public facilities guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the City's landowners, employers and residents, and that needed facilities and services are provided in a timely, orderly and efficient arrangement, as required by Statewide Planning Goal 11 (Public Facilities and Services).

WHAT IS A PUBLIC FACILITIES PLAN AND HOW SHOULD IT BE USED?

The PFP is a background document to the Comprehensive Land Use Plan (CP) and provides technical support for the Goal 11: Public Facilities and Services, the Goal 12: Transportation and the Goal 14: Urbanization Chapters in the CP.

As defined in OAR 660-0011-0005(1):

A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans.

The PFP identifies water, sanitary sewer, and transportation facilities needed to support the land uses designated on The City of Vale CP Map during the 20-year planning period. The PFP identifies

facility projects that necessary to serve planned urban development within (a) the existing UGA and (b) the proposed UGA expansion area. The PFP is based on and supported by facility master planning documents prepared by consultant firms.

As noted in OAR 660-011-0010(3):

(3) It is not the purpose of this division to cause duplication of or to supplant existing applicable facility plans and programs. Where all or part of an acknowledged comprehensive plan, facility master plan either of the local jurisdiction or appropriate special district, capital improvement program, regional functional plan, similar plan or any combination of such plans meets all or some of the requirements of this division, those plans, or programs may be incorporated by reference into the public facility plan required by this division. Only those referenced portions of such documents shall be considered to be a part of the public facility plan and shall be subject to the administrative procedures of this division and ORS Chapter 197.

To address this requirement, this document often cross-references applicable sections of sanitary sewer, water and transportation master plans rather than repeating their contents.

It is important for future users of this PFP to understand this document is based on the best information available to City staff and Winterbrook Planning at the time of the plan preparation. Professional judgment was used to identify and describes projects (including their location, rough cost estimates² and timing³) that may not be constructed for 20 years. The projects and their descriptions are *expected* to change as a result of more detailed studies in the future. As noted in OAR 660-011-0015 – 0035, project descriptions, locations, cost estimates and timing may change based on environmental impact studies, design studies, facility master plans, capital improvement programs, or site availability.

As specifically stated in OAR 660-011-0045(2) and (3):

(2) Certain public facility project descriptions, location or service area designations will necessarily change as a result of subsequent design studies, capital improvement programs, environmental impact studies, and changes in potential sources of funding. It is not the intent of this division to:

(a) Either prohibit projects not included in the public facility plans for which unanticipated funding has been obtained;

(b) Preclude project specification and location decisions made according to the National Environmental Policy Act; or

² OAR 660-011-0005(2) makes it clear that “Rough cost estimates are approximate costs expressed in current-year (year closest to the period of public facility plan development) dollars. It is not intended that project cost estimates be as exact as is required for budgeting purposes.”

³ OAR 660-011-0025(3) makes it clear that: “Anticipated timing provisions for public facilities are not considered land use decisions as specified in ORS 197.712(2)(e), and, therefore, cannot be the basis of appeal under ORS 197.610(1) and (2) or 197.835(4).”

(c) Subject administrative and technical changes to the facility plan to ORS 197.610(1) and (2) or 197.835(4).

(3) The public facility plan may allow for the following modifications to projects without amendment to the public facility plan:

(a) Administrative changes are those modifications to a public facility project which are minor in nature and do not significantly impact the project's general description, location, sizing, capacity, or other general characteristic of the project;

(b) Technical and environmental changes are those modifications to a public facility project which are made pursuant to "final engineering" on a project or those that result from the findings of an Environmental Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 (40 CFR Parts 1500-1508) or any federal or State of Oregon agency project development regulations consistent with that Act and its regulations.

(c) Public facility project changes made pursuant to subsection (3)(b) of this rule are subject to the administrative procedures and review and appeal provisions of the regulations controlling the study (40 CFR Parts 1500-1508 or similar regulations) and are not subject to the administrative procedures or review or appeal provisions of ORS Chapter 197, or OAR Chapter 660 Division 18.

Amendments to the PFP that "significantly impact a public facility project" are considered land use decisions that require an amendment to the CP and notification to the Department of Land Conservation and Development. Such amendments include:

(4) Land use amendments are those modifications or amendments to the list, location or provider of, public facility projects, which significantly impact a public facility project identified in the comprehensive plan and which do not qualify under subsection (3)(a) or (b) of this rule. Amendments made pursuant to this subsection are subject to the administrative procedures and review and appeal provisions accorded "land use decisions" in ORS Chapter 197 and those set forth in OAR Chapter 660 Division 18.

RELATION TO THE TRANSPORTATION SYSTEM PLAN OR TSP

The current TSP for City of Vale was developed in 1998 with revisions in 2001. In 2003, Vale's main streets were repaved and modernized through a \$6 million project managed by the Oregon Department of Transportation. This document summarizes remaining transportation projects, consistent with the TSP. Lancaster Engineering performed traffic impact analyses for proposed expansions to the west and east of the existing 2014 UGA (included as Appendices C & D to this document). Projects listed in the TSP will provide the necessary improvements to develop and serve the proposed expansion areas. No additional projects are required to serve the proposed expansion areas. The City plans to update the TSP following the 2014 plan amendment process. The future TSP update will be prepared by a transportation consultant as funding becomes available.

THE CITY OF VALE – MALHEUR COUNTY JOINT URBAN GROWTH MANAGEMENT AGREEMENT OR JMA

The City of Vale repealed its JMA in 1997, but proposes to re-adopt the JMA during the 2014 plan update process. The JMA provides for the administration of unincorporated lands within the Vale UGA. The JMA is found in Chapter 15A of the Vale Zoning Code, and is attached as Appendix B to this document.

PLAN CONTENTS & ORGANIZATION

The PFP includes projects necessary to service all unincorporated areas of Vale's existing UGA within the plan's horizon. All public facilities within the UGA are provided by the City of Vale. Malheur County provides transportation facilities within unincorporated areas.

Per OAR 660-011-0010(1), this PFP must and does include the following elements:

- (a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan [See also 660-11-0020];*
- (b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary [See also 660-11-0020];*
- (c) Rough cost estimates of each public facility project [See also 660-11-0035];*
- (d) A map or written description of each public facility project's general location or service area [See also 660-11-0030];*
- (e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;*
- (f) An estimate of when each facility project will be needed [See also 660-11-0025]; and*
- (g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system [See also 660-11-0035].*

The City has prepared this information in tabular format for each the main public facilities of concern: Drinking Water, Storm Drainage, and Transportation. Each table includes:

- a list of significant projects,
- rough cost estimates for each project,
- an estimate of when the project will be enacted (divided into four, five-year periods), and
- a number locating the project on Maps 1-3, corresponding to the tables.

The PFP also includes a discussion of existing and proposed funding mechanisms for these projects. Comprehensive Land Use Plan and Statewide Planning Goal findings are included demonstrating

compliance with applicable state and local law. A copy of The City of Vale – Malheur County Joint Urban Growth Management Agreement (JMA) is included as **Appendix B**.

METHODOLOGY FOR DETERMINING 2034 UGA EXPANSION AREA FACILITIES COSTS

Anderson Perry & Associates, in coordination with Lynn Findley, Vale City Manager, identified system improvement projects required to serve the expansion area, and identified costs for necessary projects.

Lancaster Engineering performed traffic impact analyses for proposed expansion areas to the east and west of the existing 2014 UGA. These analyses indicated that projects listed in the existing TSP – namely a realignment of the intersection of Graham Boulevard and Highway 20, and widening of Highway 26 to provide left turn lanes – would be required to serve the proposed expansion area; however, no new projects are required.

UTILITY SYSTEMS

WATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

In 1996, the City of Vale's Water System Master Plan (WSMP) was prepared by Anderson Perry & Associates, Inc. (AP). A Water Management and Conservation Plan was prepared in December 1999 and then updated in April 2002 by Auyer Consulting following a water system improvements project completed in 2000-01. The City has indicated that the system is meeting current water demands efficiently and is ready to accommodate growth with main line extensions and the addition of supply and treatment as the community grows.

While the current WSMP is approaching the end of its 20-year planning period, the City has a contract in place for preparation of a new WSMP over the next 12 to 18 months. This effort will complete a full review of the current water system; establish a projection of future demands; and assess the City's water sources, treatment, storage, and distribution systems with respect to the demands. The WSMP will include recommendations for system improvements to meet the City's future needs.

SUPPLY

The City's water system has been in operation since 1912, with expansions and updates as needed to meet the growing demand throughout the years. Following the most recent update in 2000-01, the City relied on two water sources: a new well field at the City's airport and the Washington Street Well, which had been in service for many years and was refurbished as part of the improvements project.

The Washington Street Well is a 30-foot deep, 16-foot diameter well with two pumps rated at 325 gallons per minute (gpm). The source has a water right for 0.370 cubic feet per second (cfs) (166 gpm), but has been demonstrated to sustain 250 gpm during June, July, and August and, on occasion, has produced over 350 gpm. A chlorination system is installed at this source; however, the source has been relegated to backup and emergency status due to increased levels of arsenic with no means of treatment for arsenic at the source. An arsenic treatment system will be needed at the well site to return this source to full service.

This places the Airport Well Field as the City's primary water source. This water supply consists of seven shallow wells spaced across the City Airport property, each with a submersible pump with a capacity of 75 to 100 gpm. The water right is a transferred right for the Malheur River of 5 cfs (2,244 gpm). Due to the well field effectively drawing a portion of the water from nearby Bully Creek, water is transferred from the Malheur River through the Gellerman-Froman Canal to Bully Creek in proportion to the City's use. The City of Vale has entered into a Memorandum of

Understanding with the Warm Springs Irrigation District to accomplish this water transfer. The well field is able to sustain 550 gpm with a maximum total capacity of 750 gpm.

Due to elevated levels of arsenic that are also present in this water source, an arsenic treatment system was constructed when the site was developed. The facility can process water at a rate of 530 gpm.

However, the treatment system has been unable to consistently produce water that meets state and federal drinking water standards for arsenic. The City has entered into a Bilateral Compliance Agreement with the Oregon Health Authority - Drinking Water Services (OHA-DWS) to address the noncompliance.

Following treatment, the water is disinfected via a hypochlorination disinfection system that uses salt to generate chlorine. The chlorinated water discharges into a ground-level, 200,000-gallon reservoir that provides chlorine contact time and storage capacity. A booster pump station supplies the finished water to the City's main distribution and storage system.

The wells, treatment system, and booster pump station are operated and monitored via a computerized control system that was installed in 2000-01. The system monitors reservoir levels and operates the pumps based on pre-set settings.

The City has additional water rights for sources used in the past, but these sources are no longer used due to contamination. Additionally, the City has water rights for wells used for irrigation purposes on City-owned properties (parks, swimming pool, etc.). As future water demands increase, the City looks to transfer some of the currently unused water rights to the Washington Street Well (if treatment for arsenic is practical) or to develop and transfer the rights to new sources for the City.

STORAGE

The City operates three storage reservoirs: two reservoirs located on the hill southeast of the City that maintain a static pressure of 50 to 60 pounds per square inch (psi) in the City center and the reservoir previously discussed at the Airport Well Field. The 200,000-gallon reservoir at the airport is a bolted-steel, ground-level reservoir constructed in 2000-01. The older Hillside Reservoir is a 105,000-gallon underground concrete reservoir constructed in 1912. This reservoir is off line at this time at the request of the OHA-DWS due to in-flow potential. The plan is to complete a tank inspection this year as part of the upcoming WSMP to determine future storage alternatives. The City's primary water storage is at the same location and is a 750,000-gallon pre-stressed concrete ground storage structure constructed in 1977.

DISTRIBUTION

The City's water distribution system is a network of piping that provides a 12-inch backbone in the downtown area and an 8-inch loop line around the perimeter of the City limits. Many

neighborhoods have 6- or 8-inch main lines; although, some limited areas have smaller lines. Water audits indicate that the system is in good condition with leakage rates within acceptable limits.

FUTURE DEMANDS

The City's current population and water use characteristics are presented in the table below. Projections for future demands are based on assumptions of use for the various land use zones. Applying an average Equivalent Dwelling Unit (EDU) per acre to the land area of the zones allows the projection of demand at full build out. Reducing the EDUs to an equivalent population relates well to anticipated growth when looking within the City limits. However, when including the industrial lands of the Urban Growth Area (UGA), the population "equivalent" is only related in the sense of understanding potential future water demands.

ESTIMATED WATER SYSTEM DEMANDS				
Level of Development	Population	EDUs	ADD	Present 18-Hour Day Capacity
Present	1,890	700	0.36 MGD (333 gpm)	0.755 (700 gpm)
City Limit Build Out	2,600	1,040	0.50 MGD (463 gpm)	
City Limit Plus UGA Build Out	4,500 (equivalent)	1,815	0.86 MGD (796 gpm)	
Proposed 2034 City Limit Plus UGA Build Out	4,800 (equivalent)	1,925	0.91 MGD (843 gpm)	

ADD - Average Daily Demand

MGD - Million Gallons per Day

Based on the above projections, it is reasonable for the City to anticipate water demand to increase within current production capacity within the City limits. However, additional sources will likely need to be developed as the City annexes the UGA and industries move into the industrial zone areas. At full build out of the proposed 2034 Comprehensive Plan, the City could see water demand triple the current use. Note that these projections can vary significantly depending on the density of development and the types of industries that come to the area.

ASSESSMENT SUMMARY

As stated earlier, the City's system is generally in good condition and meeting the current water demands. At this time, water service is provided to most areas inside the City limits, with the ability to serve all areas within the City without extensive expansion or modification of the current system.

A small area in the northwest corner of the City limits is at a higher elevation that would be best served with a new reservoir to provide sufficient pressure and storage for a new pressure zone. Development in this area would be better accomplished as annexation of the UGA in this vicinity occurs.

The current distribution system provides a good backbone for expansion into the City's adjoining UGAs. Serving new areas will be achieved with relatively simple extension of main lines off the existing system. As the City population grows, the service area expands into the Urban Growth Boundary (UGA), or industrial users locate within the community, the primary responsibility of the City will be to develop additional water sources and treatment systems.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

PROJECTS FOR EXISTING LAND USE DESIGNATED AREAS

A complete analysis of water system improvements to meet future demands will be part of the WSMP effort that will be occurring in the coming year or two. The following projects could be reasonably anticipated to be necessary as the City serves increased demands due to growth in population, expansion of service area, and the addition of commercial and industrial users. These projects are based on the current UGA and land use designations. These figures do not include local street development costs within the UGA expansion area, as developers will be expected to assume these costs.

2014 URBAN GROWTH AREA WATER SYSTEM IMPROVEMENTS							
Map ID No.	Project	Estimated Costs*	0 to 5 Years	6 to 10 Years	11 to 15 Years	16 to 20 Years	21 + Years
W1	Main Line Extensions Within the City Limits	\$250,000	As Req'd	As Req'd			
W2	Additional Water Sources and Treatment	\$1,500,000		As Req'd	As Req'd		
W3	West UGA Commercial - Main Lines	\$150,000		As Req'd			
W4	North Side Reservoir and Booster Pump Station	\$1,000,000				As Req'd	As Req'd
W5	North and West UGA Residential - Main Lines	\$1,200,000				As Req'd	As Req'd

* Estimated project costs, 2014 dollars (includes engineering, permitting, legal, construction, etc.).

With the proposed changes in the UGA and land use designation, the following projects could be anticipated in addition to those presented above.

1. Water sources and treatment will need to be developed to serve the anticipated demands.
2. Water service to the commercial area west of the City will be adjusted to accommodate the switch to industrial demands and the increased service area.
3. New main line service will be necessary for the east industrial area.

2034 URBAN GROWTH AREA WATER SYSTEM IMPROVEMENTS							
Map ID No.	Project	Estimated Costs*	0 to 5 Years	6 to 10 Years	11 to 15 Years	16 to 20 Years	21 + Years
W6	Additional Water Sources and Treatment	\$700,000			As Req'd	As Req'd	As Req'd
W7	West UGA Industrial - Main Lines	\$150,000		As Req'd	As Req'd		
W8	East UGA Industrial - Main Lines	\$750,000			As Req'd	As Req'd	

* Estimated project costs, 2014 dollars (includes engineering, permitting, legal, construction, etc.).

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Map 1 indicates the location of water system projects within the existing UGA (Numbers W1 to W5 above). Map 2 indicates the location of water system projects within the proposed 2034 UGA (Numbers W6 to W8 above).

WASTEWATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The City of Vale has a Phase I Wastewater Facilities Plan (WWFP) dated 1993, and a Phase II WWFP dated 1997, which was updated in 2002 as improvements were completed on the system and conditions of the City's wastewater permit were revised. These WWFPs, prepared by AP, outlined a set of improvements to meet the changing and projected wastewater needs of the community. These projects have been completed with the latest improvements in treatment and land application completed in 2006. The series of projects achieved a significant level of efficiency by reducing infiltration and inflow (I/I) in the service area, increasing treatment capacity, and installing an effluent reuse system.

The wastewater system is working well with a capable collection system throughout the City. With closure of Oregon Trail Mushroom (an industrial wastewater producer previously served by the

City), a significant reserve of wastewater treatment capacity is available. With future growth or industrial development, the City can provide service to new areas with extension of existing main lines or area lift stations with forcemains to existing lines. As available treatment and disposal capacity is utilized and the community continues to expand their wastewater needs, the treatment and disposal facility can be expanded into areas set aside for this purpose.

While not scheduled at this time, a future WWFP will include a full assessment of the current system, establish a basis for future wastewater needs, project the needs, develop improvement alternatives, and make recommendations on methods to satisfy the City's collection, treatment, and disposal requirements.

COLLECTION SYSTEM

The City of Vale's wastewater collection system consists of a network of 8-, 10-, and 12-inch main lines fed by 6-inch and, in some areas, smaller neighborhood collectors. The larger pipes through the core of the City, with 8- and 10-inch lines reaching out toward future expansion areas of the UGA, provide capacity for future extensions into these areas.

A headworks and lift station at the east side of the community near Willow Creek pump all wastewater flows via a forcemain to the lagoon treatment system.

TREATMENT AND DISPOSAL

The City of Vale operates a four-cell wastewater lagoon treatment system. The facultative lagoons were constructed in the mid-1950s. After operating for many years, the Oregon Department of Environmental Quality determined the facility had become substandard and in need of improvements in order to better protect the environment and human health. In 2006-07 the City completed improvements to the facility and constructed an irrigation system for the beneficial use of treated wastewater. The system is designed to serve a population of 2,700, with a base wastewater flow of 0.219 MGD, maximum month wet weather flow of 0.359 MGD, and maximum month dry weather flow of 0.300 MGD. The designed peak hour flow is 1.0 MGD.

After completion of the wastewater treatment improvements, the City's wastewater flow was reduced by 20 percent with the closing of Oregon Trail Mushroom. Since that time, the system has been operating at 30 percent of lagoon capacity, and the effluent reuse has not been utilized in the past four years. An existing water right for the Malheur River has been used to provide supplemental water for the purposes of maintaining the irrigation site.

FUTURE DEMANDS

The City's current wastewater flows are presented in the table below with future wastewater flows calculated using the same EDU projection techniques presented in the Water System section above.

As previously stated, the population projections are only related in the sense of understanding potential wastewater flows.

ESTIMATED WASTEWATER SYSTEM FLOWS				
Level of Development	Population	EDUs	Maximum Month Dry Wastewater Flow (MGD)	Present Capacity (MGD)
Present	1,890	700	0.180	0.300
City Limit Build Out	2,600	1,040	0.234	
City Limit Plus UGA Build Out	4,500 (equivalent)	1,815	0.408	
Proposed 2034 City Limit Plus UGA Build Out	4,800 (equivalent)	1,925	0.433	

Based on the above projections, it is reasonable for the City to anticipate wastewater flows to increase within current treatment capacity within the City limits, but additional capacity may need to be developed as the City annexes the UGA and industries move into the industrial zone areas. At full build out of the proposed 2034 Comprehensive Plan, the City could see wastewater flow quadruple above current levels. However, these projections can vary significantly depending on the density of development and the types of industries that come to the area.

ASSESSMENT SUMMARY

As stated earlier, the City's wastewater system is in good condition and is meeting current needs. Wastewater service is provided to most areas inside the City limits with the ability to serve all areas of the City without extensive expansion or modification of the current collection system.

The current collection system provides a good backbone for expansion into adjoining UGAs. Serving new areas in the lower elevations east and west of the City will likely require gravity collection to a lift station with a forcemain connecting to existing manholes. With the adequate infrastructure that is in place, these service area expansions should be achievable with relative simplicity. As the City population grows, the service area expands into the UGA, or industrial users locate within the community, the primary responsibility of the City will be to monitor wastewater treatment and disposal capacity versus the increasing need, then plan expansion of the facility as appropriate.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

PROJECTS FOR EXISTING LAND USE DESIGNATED AREAS

For the purposes of this Public Facilities Plan, projects have been identified below that would be reasonably expected as the City of Vale achieves full build out within the City limits and expands into the currently defined UGA. These figures do not include local street development costs within the UGA expansion area, as developers will be expected to assume these costs.

A future WWFP will prepare a complete analysis of the City's wastewater needs and projected demands with proposed solutions to meet those needs.

2014 URBAN GROWTH AREA WASTEWATER SYSTEM IMPROVEMENTS							
Map ID No.	Project	Estimated Costs*	0 to 5 Years	6 to 10 Years	11 to 15 Years	16 to 20 Years	21 + Years
S1	Main Line Extensions Within the City Limits	\$250,000	As Req'd	As Req'd			
S2	West UGA Commercial - Gravity Collection, Lift Station, Forcemain	\$350,000		As Req'd			
S3	North and West UGA Residential - Gravity Collection	\$1,200,000				As Req'd	As Req'd

* Estimated project costs, 2014 dollars (includes engineering, permitting, legal, construction, etc.).

With the proposed changes in the UGA and land use designations, the following projects would be anticipated in addition to those presented above.

4. Additional wastewater treatment may become necessary to serve the needs of the expanding population or wastewater production of the industries served.
5. Wastewater service to the commercial area west of the City will be adjusted to accommodate the switch to industrial needs and the increased service area.
6. New wastewater service will be necessary for the east industrial area.

2034 URBAN GROWTH AREA WASTEWATER SYSTEM IMPROVEMENTS							
Map ID No.	Project	Estimated Costs*	0 to 5 Years	6 to 10 Years	11 to 15 Years	16 to 20 Years	21 + Years
S4	Wastewater Treatment and Disposal Capacity Improvements	\$500,000			As Req'd	As Req'd	As Req'd
S5	West UGA Industrial - Gravity Collection	\$150,000		As Req'd	As Req'd		
S6	East UGA Industrial - Gravity Collection,	\$950,000			As Req'd	As Req'd	

	Lift Station, Forcemain						
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* Estimated project costs, 2014 dollars (includes engineering, permitting, legal, construction, etc.).

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Map 1 indicates the location of wastewater system improvement projects within the existing UGA (Numbers S1 to S3 above). Map 2 indicates the location of wastewater system improvement projects within the proposed 2034 UGA (Numbers S4 to S6 above).

TRANSPORTATION SYSTEM

Table 6-5 in the 1998 TSP (updated in 2001) included approximately \$7.9 million of recommended improvements to Vale's transportation system. Some of these projects have been completed. The table below lists the remaining projects, totaling about \$4.8 million, recommended to serve the existing 2014 UGA. The TSP contains reference maps for these projects, as indicated in the table.

As indicated in Appendices C and D, realignment of the intersection of Graham Boulevard and Highway 20, and widening of Highway 26 to provide left turn lanes (the first and third projects listed on the table below), will be required to serve development on proposed expansion areas. No additional projects are needed to serve the proposed 2034 UGA.

These figures do not include local street development costs within the 2034 UGA expansion area, as developers will be expected to assume these costs.

2014 URBAN GROWTH BOUNDARY TRANSPORTATION SYSTEM IMPROVEMENTS						
TSP Map	Project	Estimated Costs*	0 to 5 Years	6 to 10 Years	11 to 15 years	16 to 20 years
7-3	Realign intersection of Graham Boulevard and Highway 20	\$696,300		\$696,300		
7-3	New Ellsworth Street / Yakima Street collector	\$825,000			\$412,500	\$412,500
7-3	Widen Highway 26 with left turn lanes, bike lanes, and sidewalks	\$1,475,200		\$737,600	\$737,600	
7-3	Repair pavement	\$373,400	\$373,400			
7-4	Improve pedestrian facilities	\$355,290	\$88,823	\$88,823	\$88,823	\$88,823
7-4	Improve bicycle facilities	\$1,058,000	\$264,500	\$264,500	\$264,500	\$264,500
	Totals	\$4,783,190	\$726,723	\$1,787,223	\$1,503,423	\$765,823

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

TSP Maps 7-3 and 7-4 indicate the location of transportation projects within the existing 2014 UGA. No additional transportation projects are needed to serve the proposed 2034 UGA.

FUNDING FOR CAPITAL PROJECTS (OAR 660-11-0010(1)(G))

Potential sources of funding available to help the City meet capital needs through the planning horizon include grants, developer contributions, and capital reserves (including System Development Charge (SDC) revenues).

Debt will be issued to cover any costs not covered by these other funding sources. Revenue bonds will be used as the debt funding mechanism, although it is expected that the City will pursue lower cost loans, grants, and developer contributions whenever possible to reduce future costs for its ratepayers. The Vale Municipal Code includes regulations requiring developer proportional contributions towards utility construction and over-sizing.

The following facility master plans provide additional guidance for funding capital improvement projects in the following locations:

- City of Vale Water System Master Plan, 1996 - Chapter 7, Project Financing and Implementation.
- City of Vale Phase II Wastewater Facility Plan Update, 2002 - Chapter 5, Development of Preferred Alternative (Section on Funding).
- City of Vale Transportation System Plan, 1998 (2001 update) – Chapter 8, Financial Plan.

The above chapters and sections are incorporated into this plan by reference.

COMPREHENSIVE LAND USE PLAN CONSISTENCY (OAR 660-11-0050(3))

The PFP is consistent with and furthers the goals of the Vale CP. In particular, the Public Facilities and Services Element deals with the provision of water, sewer, and storm sewer facilities, as well as education, fire and police protections, health services, municipal government facilities and services. The Public Facility Plan consolidates the capital improvement programs for water and sanitary sewer into one long-range capital improvement program that is coordinated with land use policies, in compliance with the CP.

The CP does not allow for the expansion of city services into unincorporated areas. This PFP is in compliance with the CP public facilities element as it projects needed improvements within the UGA, but only schedules those improvements upon annexation of those areas into the City.

STATEWIDE PLANNING GOAL FINDINGS

This Public Facility Plan (PFP) is consistent with the relevant statewide planning goals as shown below.

Goal 1 – Citizen Involvement. The City of Vale has acknowledged land use codes that are intended to serve as the principal implementing ordinances to its CP.

Adequate public notice of the proposed changes was provided through the Legislative Actions public notice process as specified in Ordinance 832 (3-11-2003). Public hearings were held by the City Council to consider the PFP. The process involves various forms of notification including notification in local newspapers and notification of impacted governmental agencies and recognized neighborhood groups.

Goal 2 – Land Use Planning. The City of Vale has established a land use planning process and policy framework as a basis for all decision and actions related to use of and to assure an adequate factual base for such decisions and actions. Development and adoption of the PFP has followed City and State requirements for adoption of periodic review products, and has been found to be compatible with the City's CP.

Goal 3 – Agricultural Lands. The Public Facility Plan does not affect the City of Vale Comprehensive Land Use Plan's consistency with this goal and this goal does not apply within adopted, acknowledged urban growth boundaries. None of the proposed projects are intended to provide urban facilities to properties outside of the UGA or to properties not already annexed into the City of Vale. Instead, projects were recommended through the background facility plans to meet the City's projected population and employment growth within the existing UGA.

Goal 4 – Forest Lands. The Public Facility Plan does not affect the City of Vale Comprehensive Land Use Plan's consistency with this goal and this goal does not apply within adopted, acknowledged urban growth boundaries. None of the proposed projects are intended to provide urban facilities to properties outside of the UGA or to properties not already annexed into the City of Vale. Instead, projects were recommended through the background facility plans to meet the City's projected population and employment growth within the existing UGA.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces. None of the proposed projects are located within areas identified as protected Goal 5 resources in the CP. The City will obtain any necessary permits for each project from appropriate jurisdictions as required. The proposed projects were not designed nor intended to allow urban development to occur within a protected resource site. The projects do not adversely affect the City's natural resource inventories, so this proposal does not create an inconsistency with the goal.

Goal 6 – Air, Water and Land Resources Quality. Facilities recommended for construction in this Public Facility Plan will comply with city, state and federal standards to protect air and water quality. All waste and process discharges from future development will not violate applicable state or federal environmental quality statutes, rules and standards. Public sanitary and storm sewer infrastructure will provide adequate service to any future development within the UGA.

Goal 7 – Areas Subject to Natural Hazards. Some of the proposed projects are located within mapped floodplain areas, but their presence does not have any adverse effect on existing policies or procedures adopted by the City of Vale for application in floodplain areas. Facilities recommended for construction in this Public Facility Plan will comply with city, state and federal standards to protect against natural hazards. Steps will be taken to protect life and property from natural disasters and hazards during any future development by following all applicable building codes and regulations. Furthermore, proposed projects located in floodplain areas are intended to provide mitigation of flood events and, correspondingly, to protect life and property from damage due to flood impacts.

Goal 8 – Recreational Needs. All of the proposed projects are intended to improve or expand current facilities, or to accommodate future growth in population or employment, including recreational needs for developing areas.

Goal 9 – Economic Development. Adequate public facilities are vital for economic development. Adoption of this public facility plan will formally adopt project lists for drinking water and sanitary sewer facilities that will ensure the City can serve proposed commercial and industrial development through 2034.

Goal 10 – Housing. Adequate public facilities are necessary to accomplish the objectives of this goal and applicable administrative rules. The purpose of the proposed plan is to provide capacity for future development of residential uses consistent with the Comprehensive Plan. Housing needs as identified by the City of Vale Comprehensive Plan map are adequately addressed through the proposed public facility plan.

Goal 11 – Public Facilities and Services. This plan is designed to assure that urban development in Vale is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the City's residents, and that those facilities and services are provided in a timely, orderly and efficient arrangement, as required by Statewide Planning Goal 11.

OAR Chapter 660, Division 11, implements Goal 11. OAR 660-011-0030(1) requires that the public facility plan list the proposed projects and identify the general location of the project on a map. The proposed plan includes tables of projects for Water, Wastewater, and Street construction, and three corresponding maps. OAR 660-011-035 requires the public facility plan to include a rough cost estimate for public facility projects identified in the plan. The included tables include rough cost estimates for all projects. The water and wastewater costs are derived from the work performed

during the preparation of the 2002 Wastewater Facility Plan, and the 1996 Water System Master Plan, as updated for City Council by Anderson Perry & Associates in 2014.

OAR 660-011-0045 requires certain elements of the public facility plan to be adopted as part of the Comprehensive Land Use Plan. These elements include the list of public facility project titles and associated reference map.

Goal 12 – Transportation. The 1998 Transportation System Plan was independently adopted as a refinement plan to the City of Vale Comprehensive Plan in 1998, and updated in 2001. This document, which was co-adopted with Malheur County, acts as a public facility plan for transportation facilities within Vale’s UGA. Goal 11 requirements for public facility planning through 2034 will be met for this facility through the update process.

Goal 13 – Energy Conservation. All of the projects are upgrades, enhancements or expansions of capacity within existing public facility systems. These projects maximize the efficiency of the existing systems and provide for infill and redevelopment opportunities that cannot go forward without these improvements. Hence adoption of this public facility plan is consistent with this goal.

Goal 14 – Urbanization. The public facility plan does not affect or change the existing UGA, although the background documents include projects/ideas for service provision to expansion areas. The public facility plan details how the city will expand existing facilities to enable projected planned population and employment growth within the existing UGA.

Conclusion. Based on the above analysis the City concludes that applicable Statewide Planning Goals have been met by this proposal.

Appendix A

Goal 11 Administrative Rule Requirements

The following text is quoted directly from OAR 660-011-0010 through 0050. Relevant definitions are provided at the end of this appendix.

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Public Facilities Plan Requirements

660-011-0010 The Public Facility Plan

(1) The public facility plan shall contain the following items:

(a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan;

(b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary;

(c) Rough cost estimates of each public facility project;

(d) A map or written description of each public facility project's general location or service area;

(e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;

(f) An estimate of when each facility project will be needed; and

(g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system.

(2) Those public facilities to be addressed in the plan shall include, but need not be limited to those specified in OAR 660-011-0005(5). Facilities included in the public facility plan other than those included in OAR 660-011-0005(5) will not be reviewed for compliance with this rule.

(3) It is not the purpose of this division to cause duplication of or to supplant existing applicable facility plans and programs. Where all or part of an acknowledged comprehensive plan, facility master plan either of the local jurisdiction or appropriate special district, capital improvement program, regional functional plan, similar plan or any combination of such plans meets all or some of the requirements of this division, those plans, or programs may be incorporated by reference into the public facility plan required by this division. Only those referenced portions of such documents shall be considered to be a part of the public facility plan and shall be subject to the administrative procedures of this division and ORS Chapter 197.

660-011-0015 Responsibility for Public Facility Plan Preparation

*(1) Responsibility for the preparation, adoption and amendment of the public facility plan shall be specified within the urban growth management agreement. If the urban growth management agreement does not make provision for this responsibility, the agreement shall be amended to do so prior to the preparation of the public facility plan. * * * The urban growth management agreement shall be submitted with the public facility plan as specified in OAR 660-011-0040.*

*(2) The jurisdiction responsible for the preparation of the public facility plan shall provide for the coordination of such preparation with the city, county, special districts and, as necessary, state and federal agencies and private providers of public facilities. * * **

(3) Special districts, including port districts, shall assist in the development of the public facility plan for those facilities they provide. Special districts may object to that portion of the facilities plan adopted as part of the comprehensive plan during review by the Commission only if they have completed a special district agreement as specified under ORS 197.185 and 197.254(3) and (4) and participated in the development of such portion of the public facility plan.

(4) Those state agencies providing funding for or making expenditures on public facility systems shall participate in the development of the public facility plan in accordance with their state agency coordination agreement under ORS 197.180 and 197.712(2)(f).

660-011-0020 Public Facility Inventory and Determination of Future Facility Projects

(1) The public facility plan shall include an inventory of significant public facility systems. Where the acknowledged comprehensive plan, background document or one or more of the plans or programs listed in OAR 660-011-0010(3) contains such an inventory, that inventory may be incorporated by reference. The inventory shall include:

(a) Mapped location of the facility or service area;

(b) Facility capacity or size; and

(c) General assessment of condition of the facility (e.g., very good, good, fair, poor, very poor).

(2) The public facility plan shall identify significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. The public facility plan shall list the title of the project and describe each public facility project in terms of the type of facility, service area, and facility capacity.

(3) Project descriptions within the facility plan may require modifications based on subsequent environmental impact studies, design studies, facility master plans, capital improvement programs, or site availability. The public facility plan should anticipate these changes as specified in OAR 660-011-0045.

660-011-0025 Timing of Required Public Facilities

(1) The public facilities plan shall include a general estimate of the timing for the planned public facility projects. This timing component of the public facilities plan can be met in several ways depending on whether the project is anticipated in the short term or long term. The timing of projects may be related directly to population growth, e.g., the expansion or new construction of water treatment facilities. Other facility projects can be related to a measure of the facility's service level being met or exceeded, e.g., a major arterial or intersection reaching a maximum vehicle-per-day standard. Development of other projects may be more long term and tied neither to specific population levels nor measures of service levels, e.g., sewer projects to correct infiltration and inflow problems. These projects can take place over a long period of

time and may be tied to the availability of long-term funding. The timing of projects may also be tied to specific years.

(2) Given the different methods used to estimate the timing of public facilities, the public facility plan shall identify projects as occurring in either the short term or long term, based on those factors which are related to project development. For those projects designated for development in the short term, the public facility plan shall identify an approximate year for development. For those projects designated for development over the long term, the public facility plan shall provide a general estimate as to when the need for project development would exist, e.g., population level, service level standards, etc. Timing provisions for public facility projects shall be consistent with the acknowledged comprehensive plan's projected growth estimates. The public facility plan shall consider the relationships between facilities in providing for development.

(3) Anticipated timing provisions for public facilities are not considered land use decisions as specified in ORS 197.712(2)(e), and, therefore, cannot be the basis of appeal under ORS 197.610(1) and (2) or 197.835(4).

660-011-0030 Location of Public Facility Projects

(1) The public facility plan shall identify the general location of the public facility project in specificity appropriate for the facility. Locations of projects anticipated to be carried out in the short term can be specified more precisely than the locations of projects anticipated for development in the long term.

(2) Anticipated locations for public facilities may require modifications based on subsequent environmental impact studies, design studies, facility master plans, capital improvement programs, or land availability. The public facility plan should anticipate those changes as specified in OAR 660-011-0045.

660-011-0035 Determination of Rough Cost Estimates for Public Facility Projects and Local Review of Funding Mechanisms for Public Facility Systems

(1) The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan. The intent of these rough cost estimates is to:

(a) Provide an estimate of the fiscal requirements to support the land use designations in the acknowledged comprehensive plan; and

(b) For use by the facility provider in reviewing the provider's existing funding mechanisms (e.g., general funds, general obligation and revenue bonds, local improvement district, system development charges, etc.) and possible alternative funding mechanisms. In addition to including rough cost estimates for each project, the facility plan shall include a discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system. These funding mechanisms may also be described in terms of general guidelines or local policies.

(2) Anticipated financing provisions are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under ORS 197.610(1) and (2) or 197.835(4).

660-011-0045 Adoption and Amendment Procedures for Public Facility Plans

(1) The governing body of the city or county responsible for development of the public facility plan shall adopt the plan as a supporting document to the jurisdiction's comprehensive plan and shall also adopt as part of the comprehensive plan:

(a) The list of public facility project titles, excluding (if the jurisdiction so chooses) the descriptions or specifications of those projects;

(b) A map or written description of the public facility projects' locations or service areas as specified in sections (2) and (3) of this rule; and

(c) The policy(ies) or urban growth management agreement designating the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated.

(2) Certain public facility project descriptions, location or service area designations will necessarily change as a result of subsequent design studies, capital improvement programs, environmental impact studies, and changes in potential sources of funding. It is not the intent of this division to:

(a) Either prohibit projects not included in the public facility plans for which unanticipated funding has been obtained;

(b) Preclude project specification and location decisions made according to the National Environmental Policy Act; or

(c) Subject administrative and technical changes to the facility plan to ORS 197.610(1) and (2) or 197.835(4).

(3) The public facility plan may allow for the following modifications to projects without amendment to the public facility plan:

(a) Administrative changes are those modifications to a public facility project which are minor in nature and do not significantly impact the project's general description, location, sizing, capacity, or other general characteristic of the project;

(b) Technical and environmental changes are those modifications to a public facility project which are made pursuant to "final engineering" on a project or those that result from the findings of an Environmental Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 (40 CFR Parts 1500-1508) or any federal or State of Oregon agency project development regulations consistent with that Act and its regulations.

(c) Public facility project changes made pursuant to subsection (3)(b) of this rule are subject to the administrative procedures and review and appeal provisions of the regulations controlling the study (40 CFR Parts 1500-1508 or similar regulations) and are not subject to the administrative procedures or review or appeal provisions of ORS Chapter 197, or OAR Chapter 660 Division 18.

(4) Land use amendments are those modifications or amendments to the list, location or provider of, public facility projects, which significantly impact a public facility project

identified in the comprehensive plan and which do not qualify under subsection (3)(a) or (b) of this rule. Amendments made pursuant to this subsection are subject to the administrative procedures and review and appeal provisions accorded "land use decisions" in ORS Chapter 197 and those set forth in OAR Chapter 660 Division 18.

660-011-0050 Standards for Review by the Department

The Department of Land Conservation and Development shall evaluate the following, as further defined in this division, when reviewing public facility plans submitted under this division:

- (1) Those items as specified in OAR 660-011-0010(1);*
- (2) Whether the plan contains a copy of all agreements required under OAR 660-011-0010 and 660-011-0015; and*
- (3) Whether the public facility plan is consistent with the acknowledged comprehensive plan.*

Definitions

660-011-0005 Definitions

(1) "Public Facilities Plan": A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans within an urban growth boundary containing a population greater than 2,500. Certain elements of the public facility plan also shall be adopted as part of the comprehensive plan, as specified in OAR 660-11-045.

(2) "Rough Cost Estimates": Rough cost estimates are approximate costs expressed in current-year (year closest to the period of public facility plan development) dollars. It is not intended that project cost estimates be as exact as is required for budgeting purposes.

(3) "Short Term": The short term is the period from year one through year five of the facility plan.

(4) "Long Term": The long term is the period from year six through the remainder of the planning period.

(5) "Public Facility": A public facility includes water, sewer, and transportation facilities, but does not include buildings, structures or equipment incidental to the direct operation of those facilities.

(6) "Public Facility Project": A public facility project is the construction or reconstruction of a water, sewer, or transportation facility within a public facility system that is funded or utilized by members of the general public.

(7) "Public Facility Systems": Public facility systems are those facilities of a particular type that combine to provide water, sewer or transportation services.

For purposes of this division, public facility systems are limited to the following:

(a) Water: (A) Sources of water; (B) Treatment system; (C) Storage system; (D) Pumping system; (E) Primary distribution system.

(b) Sanitary sewer: (A) Treatment facilities system; (B) Primary collection system.

(c) Storm sewer: (A) Major drainageways (major trunk lines, streams, ditches, pump stations and retention basins); (B) Outfall locations.

(d) Transportation: (A) Freeway system, if planned for in the acknowledged comprehensive plan; (B) Arterial system; (C) Significant collector system; (D) Bridge system (those on the Federal Bridge Inventory); (E) Mass transit facilities if planned for in the acknowledged comprehensive plan, including purchase of new buses if total fleet is less than 200 buses, rail lines or transit stations associated with providing transit service to major transportation corridors and park and ride station; (F) Airport facilities as identified in the current airport master plans; (G) Bicycle paths if planned for in the acknowledged comprehensive plan.

(8) "Land Use Decisions": In accordance with ORS 197.712(2)(e), project timing and financing provisions of public facility plans shall not be considered land use decisions as specified under ORS 197.015(10).

(9) "Urban Growth Management Agreement": In accordance with OAR 660-003-0010(2)(c), and urban growth management agreement is a written statement, agreement or set of agreements setting forth the means by which a plan for management of the unincorporated area within the urban growth boundary will be completed and by which the urban growth boundary may be modified (unless the same information is incorporated in other acknowledged documents).

(10) Other Definitions: For the purposes of this division, the definitions in ORS 197.015 shall apply except as provided for in section (8) of this rule regarding the definition in ORS 197.015(10).

Appendix B

Chapter 15A

URBAN GROWTH AREA JOINT MANAGEMENT AGREEMENT

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8.15A.1 INTRODUCTORY PROVISIONS

8.15A.1.1 PURPOSE OF AGREEMENT:

The purpose of this agreement is to establish a joint, cooperative agreement between Malheur County and Vale in the adoption of and administration of the City's urban growth boundary.

More specifically, this agreement shall establish the growth boundary for Vale in agreement with the County; shall provide for the administration of unincorporated lands within the urban growth boundary; shall provide for use provisions and land development standards to guide growth in the urban growth area; shall specify the means whereby the unincorporated lands may be annexed; shall specify the mechanism for amending this agreement; and, shall provide other administrative provisions deemed necessary.

8.15A.1.2 DEFINITIONS:

As used in this agreement, unless the context shall otherwise require, the singular shall include the plural and the masculine shall include the feminine and neuter. The following words and phrases shall mean:

ANNEXATION: An act commenced by a city through a public hearing, the intent of which is to incorporate additional land into the legal boundaries of the city.

CITY: The City of Vale, Oregon.

CITY COMMISSION: The City of Vale Planning Commission

CITY COUNCIL: The duly elected governing body for the City of Vale.

COUNTY: The County of Malheur, Oregon.

COUNTY COMMISSION: The Malheur County Planning Commission

COUNTY COURT: The duly elected governing body for Malheur County, Oregon.

DIRECTOR: The Planning Director for Malheur County.

LAND USE ACTION: A specific use or development of land or structures thereon that is subject to the applicable County or City land use plan and implementing ordinances.

PERMIT: As used herein, permit shall mean the approval of a proposed land use action, without limitation, including minor and major partitions, subdivisions, zone changes, variances, conditional uses and zoning permits.

PLANNING OFFICIAL: The Planning Official for the City of Vale.

PUBLIC FACILITIES AND SERVICES: Projects, activities and facilities which the planning agency determines to be necessary for the public health, safety and welfare.

URBAN GROWTH AREA: The land outside the corporate limits of the City, but enclosed by the urban growth boundary.

URBAN GROWTH BOUNDARY: The defined boundary of the City's growth and development area encompassing the land deemed needed to support that growth and development during the planning period.

8.15A.1.3 URBAN GROWTH BOUNDARY AND URBAN AREA LAND USE DESIGNATIONS MAP:

For purposes of administration, the County hereby accepts and adopts the City Plan Map as the urban growth boundary for the City. The Map specifies the land use classifications, as defined in the Vale Comprehensive Plan and applicable to the urban growth area.

8.15A.1.4 RELATIONSHIP TO COMPREHENSIVE PLAN, ZONING AND LAND DIVISION ORDINANCES AND DEVELOPMENT REGULATIONS:

By accepting this agreement, Malheur County hereby:

- (A) Adopts the City urban growth boundary as shown on the Plan Map,
- (B) Accepts the Vale zone designations and development standards for lands within the urban growth area as shown on the Plan Map and as defined in the Vale Comprehensive Plan;

- (C) Agrees that all land use actions in the urban growth area shall comply with the substantive provisions of the Vale Comprehensive Plan, as applicable, and shall be in conformance with the zoning and development standards specified therein;
- (D) Agrees to amend the Malheur County Comprehensive Plan and implementing ordinances to incorporate the necessary changes to bring the County Plan and ordinances into conformance with the City's planning program.

8.15A.2 SUBSTANTIVE PROVISIONS

- (A) *Growth Boundary Administration:* The City shall administer all lands within the corporate limits. Malheur County shall retain responsibility for administration of all unincorporated lands within the Vale urban growth boundary. Such responsibility shall cease immediately upon annexation.
- (B) *Land Use Designations and Development Standards:*
 - (1) Until such time as unincorporated areas of the urban growth area are annexed, the land use designations as shown on the City Plan Map shall control growth and development in these areas.
 - (2) All use and development within the urban growth area shall comply with the appropriate substantive provisions of the City's zoning and land development regulations, including those applicable to utilities and streets. In addition, all standards of construction for water and sewer facilities, streets and other required improvements shall comply with the standards specifications for the City.

8.15A.3 ADMINISTRATIVE PROVISIONS

8.15A.3.1 REVIEW PROCESS FOR LAND USE ACTIONS:

- (A) Permits requiring only ministerial action (i.e., require no public hearing and/or notice to adjacent landowners), shall be referred by the Director to the Planning Official within three (3) working days of the date the application is filed with the County Planning Department. In the event there is no response or recommendation received from the City within ten (10) days from the date the application is filed with the County Planning Department, the Director shall presume the application is acceptable to the City and shall proceed to review and either approve or disapprove the application pursuant to County review procedures. In the event the Director's decision is contrary to the recommendation of the City, the Director shall issue a tentative decision and provide the applicant and City a copy of that tentative decision within five (5) days of the action. The tentative decision of the Director shall not become final for ten (10) days from the date of the tentative decision to provide the applicant. City and County an opportunity to resolve the differences. If agreement cannot be reached within ten (10) days. the tentative decision of the Director shall become final. If agreement is reached and the tentative decision is modified, the modifications shall be shown in the final decision of the Director. All final actions of the Director may be appealed by any aggrieved party in the manner prescribed in County ordinance.
- (B) Permits requiring discretionary review (i.e., requires a public hearing and/or notice to adjacent landowners) shall be forwarded to the City by the Director within seven (7) days of the date the application is filed with the County Planning Department. Review of discretionary permits shall proceed as follows:
 - (1) The City shall review the application and, if it deems necessary, shall respond with its comments on recommendations prior to the commencement of the hearing (if possible) or during the hearing or, in the case of a permit application requiring administrative review with notice, prior to the deadline set for receipt of written testimony. The

date set for public hearing or as deadline for receipt of written testimony shall be such as to provide both the City Commission and City Council an opportunity to review the application in a regularly scheduled meeting.

- (2) No response from the City shall be presumed to mean the City has no objections to the application.
- (3) The County shall retain full decision-making authority in reviewing all permits for land use actions in the urban growth area. In making its decision, the County shall consider, and is obligated to respond to all comments submitted by the City with regard to the application. The final decision of the County shall be provided to the City within five (5) days of the date of the final action. The City reserves the right to appeal any final action of the County.

8.15A.3.2 PUBLIC FACILITIES AND SERVICES:

- (A) The cost of extension or improvements of public facilities and utilities required as a condition of a permit approval shall be borne by the developer, unless the City or County agrees to bear all or any portion of the costs thereof.
- (B) Creation of a new street or improvements of existing streets or rights of way shall conform to the City's existing street patterns and Master Plan and shall be engineered and constructed to City specifications. Road maintenance shall be the responsibility of the County or appropriate road district, if and only if, the road is formally accepted into the road system pursuant to the provisions of State statute.
- (C) The City and County shall exchange recommendations with respect to the following items which are within, or adjacent to, or which directly impact, the Vale urban growth boundary and all lands adjacent therein, and for which either has the ultimate decision-making capacity:
 - (1) Capital improvement programs and major public works projects for transportation, recreation, sewer, water or drainage facilities; acquisition or development of property; or other similar activities.
 - (2) Functional plans, or amendments thereto, for utilities, drainage, solid waste, transportation, recreation or other similar activities.
 - (3) Plans or amendments thereto, for economic and industrial development.
 - (4) Design and engineering standards for urban facilities and services.

8.15A.3.3 URBAN SERVICES:

- (A) Extension of City water and/or sewer services shall be permitted only when consistent with the policies of the Vale Comprehensive Plan and with any adopted functional plans for water and/or sewer extension which are consistent with the Comprehensive Plan.
- (B) City services such as water, sewer and street maintenance shall be provided only to those areas which either annex to the City or which enter into an unlimited agreement signed by the affected property owners that they will consent to petition for annexation at a time specified by the City.
- (C) All City services shall be provided and maintained to City standards, and under supervision of the City, unless some other arrangement acceptable to the City has been made for the maintenance and supervision of said services.

8.15A.3.4 SPECIAL DISTRICT COORDINATION:

- (A) When a special district situated fully or partially within the urban growth area has entered into an intergovernmental coordination agreement with the County and the City, it shall be given the opportunity to review and comment on the land use actions and activities specified herein.

- (B) If such an agreement is entered into, the special district shall give the City and County the opportunity to review and comment on the following district activities which may apply to the lands within the urban growth boundary:
- (1) Major public works projects to be provided by the district.
 - (2) Plans for establishment, improvement or extension of facilities provided by the district.
 - (3) Capital improvement programs and design standards which are being developed by the district.

8.15A.3.5 ANNEXATIONS:

- (A) The City may annex land after having received a request for annexation when affirmative findings are made in relation to the following:
- (1) The land is contiguous with the City limits and within the urban growth boundary.
 - (2) The development of the property is compatible with the rational and logical extension of utilities and streets to the surrounding area.
 - (3) The City is capable of providing and maintaining its full range of urban services to the property without negatively impacting existing systems and the City's ability to adequately serve all areas within the existing City limits.
- (B) Within seven (7) days after an annexation application has been filed with the City, the City shall forward the application to the County Court and shall give the County no less than thirty (30) days to review and comment on the request. Additional time may be provided at the request of the County and with the concurrence of the City. The County's review shall address consistency of the annexations with the City and the County Comprehensive Plan and development regulations, as well as its possible impact on the immediate area, the neighborhood, and the entire urban area. No response from the County shall be presumed to mean that the County has no objection to the proposed annexation.
- (C) Requests for annexation to the City of areas outside the urban growth boundary shall not be considered until such time as the boundary is amended to include the subject land. Once the boundary has been amended, the annexation application can be processed.
- (D) Establishment of the urban growth boundary does not imply that all land within the boundary shall be annexed to the City.

8.15A.3.6 AMENDMENTS TO THE URBAN GROWTH BOUNDARY:

- (A) Amendments to the Vale urban growth boundary may be initiated by the City, County or an affected property owner.
- (B) An application to amend the urban growth boundary shall be filed with the City as an application to amend the City's Comprehensive Plan and/or Plan Maps. The City's review and decision shall proceed any action by the County on the requested amendment. The City shall forward the application to the County within seven (7) days of the date the application is filed with the City. The City shall provide the County sufficient time prior to the City's public hearing for both the County Commission and the County Court to consider the request at a regularly scheduled meeting. The County reserves the right to withhold comment on the application until such time as it is brought before the County for review.
- (C) The City shall review the requested amendment to the urban growth boundary in public hearing and shall consider whether or not it will be practical in the future to provide public facilities and services in a manner consistent with the Comprehensive Plan, public facilities plans and the

agreement. All amendments to the City's urban growth boundary shall be found consistent with the criteria of Goal 14, Statewide Planning Goals and Guidelines, as well as other applicable goals, plans and ordinances. The final action of the City on the proposed amendment to the urban growth boundary shall be placed in writing and is applicable under the provision of State statute.

- (D) In the event the City approves the requested amendment to the urban growth boundary, the final action of the City shall be forwarded to the County within five (5) days of the date of the final action of the City. The approval of the requested amendment by the City shall be conditioned on the approval by the County of a like amendment to the County Comprehensive Plan and Plan Map. Once the City has approved the requested amendment to the City's Comprehensive Plan and Plan Maps, the applicant shall immediately file with the County an application to amend the County Comprehensive Plan and Plan Map corresponding to the amendment to the City plan and Plan Map. County review shall be as specified in County ordinance for review of requests to amend the County land use plan and/or Plan Map. Following review of the application, the County shall either approve the request or disapprove the request. The final action of the County is appealable in the manner prescribed by State statute.
- (E) An amendment to the City's urban growth boundary shall not be effective until such time as both the City and County have amended their respective plans and plan maps and the County adopts the City's Plan Map amendment as an amendment to the implementing ordinance for this agreement.

8.15A.3.7 ZONE DESIGNATION CHANGES:

- (A) Applications to amend the zone designations within the urban growth area or to amend the provisions of any zone applied to lands within the urban growth area shall be initiated by filing the appropriate application with the City. The City's review of the proposed zone change or amendment to the provisions of a zone shall proceed as specified by City ordinance. City shall forward a copy of an amendment request to the County within seven (7) days of the date the application is filed with the City. The City shall schedule its hearing to provide the County sufficient time for both the County Commission and County Court to review the amendment in regularly scheduled meetings. The County shall not have the authority to INITIATE amendments to the zoning or zone provisions as applied within the urban growth area.
- (B) The City shall review the amendment request as specified in City ordinance, shall consider all pertinent testimony and shall set forth its findings, conclusions and decisions in writing. If the decision of the City is to deny the requested amendment, the matter shall not be forwarded to the County. The City's decision to deny a requested zone change is appealable pursuant to the provisions of State statute. If the decision of the City is to approve the requested amendment, that approval shall be conditioned upon the County approving the amendment. The City's final action on the amendment shall be forwarded to the County within five (5) days of the date of that action.
- (C) The County shall review the City's decision to approve an amendment to the zoning or zone provisions as applied in the urban growth area in the manner prescribed amending the zoning or zone text as set forth in the appropriate County ordinance. The County shall review the record of the City's review and its findings and conclusions. In the event the County acts to deny the requested amendment, the County shall set forth appropriate findings in support of its decision. The final action of the County to approve or disapprove an amendment request may be appealed in the manner specified in State statute.

8.15A.3.8 REVIEW, AMENDMENT AND TERMINATION OF THIS AGREEMENT:

- (A) This agreement may be reviewed and amended at any time by the mutual consent of both parties and after public hearing by the City Council and County Court. Either governing body may consult the respective Planning Commission for a recommendation. Amendments to this agreement shall be heard initially before the City and, if approved by the City, shall be forwarded to the County. Approval by both parties shall be in the form of an ordinance amending the ordinance adopting this agreement. Any amendment to this agreement shall not be effective unless and until both the City and the County approve said amendment.
- (B) Any modification of this agreement shall be consistent with other provisions of this agreement, both the City and County Comprehensive Plans, and with applicable State law.
- (C) This agreement may be terminated by either party under the following procedure:
 - (1) A public hearing shall be called by the party considering termination. The party shall give the other party notice of hearing at least forty (40) days prior to the scheduled hearing date. The forty (40) day period shall be used by both parties to seek resolution of differences.
 - (2) Public notice of the hearing shall be in accordance with each party's respective ordinance requirements for notice of legislative actions.
 - (3) An established date for termination of the agreement shall be at least ninety (90) days after the public hearing in order to provide ample time for resolution of differences.

8.15A.3.9 APPEALS:

Any person or party aggrieved by a decision or ruling pursuant to this agreement shall have the right of appeal as set forth in the appropriate ordinance or in State law.

8.15A.3.10 ENFORCEMENT:

- (A) The County shall be responsible for enforcement of all land use ordinances within the urban growth area. The County shall have the exclusive right to decide whether to proceed with any enforcement actions. All enforcement actions shall be taken in accordance with the enforcement provisions of the County ordinances.
- (B) The County shall indemnify and hold the City harmless from any claims for damages arising out of enforcement of the land use ordinances within the urban growth area.
- (C) The County shall be responsible for all costs connected with enforcement of the land use ordinances within the urban growth area.

8.15A.3.11 FEES:

Applications for land use actions to be filed with the County shall be accompanied by the fee set forth in appropriate County ordinance. Applications for zone changes or zone provision amendments and for amendments to the urban growth boundary shall be filed with the City and be accompanied by the appropriate fee as specified in City ordinance. (Ord. 660, 4-9-85)

~~8.15A.3.12 [Repealed by Ord. 776, 8-12-97, eff. 9-12-97]~~

Appendix C

**VALE WEST SIDE URBAN GROWTH
BOUNDARY EXPANSION
TRAFFIC IMPACT STUDY
VALE, OREGON**

DATE:
February 25, 2014

PREPARED FOR:
City of Vale

PREPARED BY:
Rebecca Hamilton, BS, MURP
Max Scheideman
Todd Mobley, PE, PTOE



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EXECUTIVE SUMMARY

1. The City of Vale is proposing an expansion of its Urban Growth Boundary (UGB) to include 58.9 acres in the western portion of Vale. The proposed expansion area is adjacent to 40 acres of vacant land currently zones as UGB Commercial which, upon completion of planned re-zoning measures by the City of Vale, would result in a potential combined industrial development site of 98.9 acres. The primary purpose of these UGB expansion and re-zoning measures is to attract development of an industrial facility in Vale.
2. By 2029, it is expected that the 58.9-acre UGB expansion area, as well as the adjacent 40 acres, will be developed for a total 98.9 acres of industrial use. The UGB expansion area is expected to generate 214 evening peak hour trips, with 47 trips entering the area and 167 trips exiting the area. The UGB expansion area is also expected to generate 668 trips per week.
3. All off-site study area intersections will operate with sufficient capacity and at an acceptable level of service to accommodate trips from development on the UGB expansion area through the planning horizon. No off-site intersection mitigations are identified or proposed.
4. Given the close proximity of the Oregon Eastern Division Railroad crossing at the intersection of Vale-West Highway and US-20, further investigation should be performed to ensure trucks and industrial vehicles can safely traverse the railroad crossing and maneuver the intersection without obstruction. This recommendation is consistent with the *City of Vale Transportation System Plan* (TSP), which proposes realignment of the intersection to improve circulation and better accommodate truck traffic as a potential project on page 7-17 of the TSP.
5. Given the adequate available roadway capacity and forecasted favorable operation of the study area intersections, the proposed UGB expansion and annexation will not significantly affect the surrounding roadway system as defined in the Transportation Planning Rule (TPR). The TPR is satisfied.

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PROJECT DESCRIPTION

INTRODUCTION

The City of Vale is proposing an expansion of its Urban Growth Boundary (UGB) to include approximately 40.9 acres adjacent to the existing UGB in the western portion of Vale. The UGB expansion area is bordered by Vale West Highway to the north, Highway 20/Central Oregon Highway and the Oregon Eastern Railroad to the south, and agricultural land to the east and west. The UGB expansion area consists of land currently in agricultural use. A vicinity map on page seven shows the location of the UGB expansion area and the surrounding street system.

The primary purpose of this UGB expansion is to attract the development of an industrial facility in Vale. This report examines the traffic impacts of the expansion of the UGB and future development of the industrial of the UGB expansion area. The purpose of this report is to provide both short-term and long-term analyses that address the operation of each of the study intersections in order to ensure safe and efficient performance.

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

LOCATION DESCRIPTION

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

- US Route 20 (Central Oregon Highway) at "A" Street West/Vale-West Highway/

US-20 (Central Oregon Highway) is the primary east-west route through Vale. According to the City of Vale's Transportation System Plan (TSP), the City of Vale owns the right-of-way while ODOT has responsibility for maintenance between the curbs. US-20 operates as a one-way couplet through the City, with Washington Street as its westbound leg and 'A' Street as its eastbound leg. Both segments of the couplet contain two travel lanes and with a surface width between 43 and 54 feet. Posted speeds on the couplet are set at 25 mph. Curbs, pedestrian facilities, on-street parking, and bike lanes are provided through this section. To the west of the one-way couplet, US-20 operates as a two-lane facility with 32 feet of pavement and a posted speed of 35 mph. Pedestrian facilities, on-street parking, and bike lanes are not provided or marked; however, shoulders are provided on both sides of the street.

"A" Street West/Graham Boulevard/Vale West Highway on the west side of the intersection with US-20 is classified as a State Highway under the jurisdiction of ODOT. The facility functions as a 22-foot wide, two-lane road with no shoulders, and a posted speed of 35 mph. According to the Vale TSP, the Vale-West Highway (as the facility is labeled west of the intersection with the railroad line and US-20) largely serves agriculture-based traffic, providing a conduit into Vale for rural growers.

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The facility becomes primarily known as "A" Street West at the intersection with US-20; to the east of this intersection, "A" Street West becomes the eastbound leg of the US-20 couplet.

US-20 splits into an eastbound/westbound couplet approximately 60 ft to the east of its intersection with Viking Drive. The southern leg of this couplet merges with "A" Street West and continues as a two-lane, one way facility heading eastbound through the City of Vale. The northern, southwest-bound lane of US-20 consists of a channelized left turn lane, a single through lane, and a dedicated right turn lane. The channelized left turn lane turns south off of the main road to form a T intersection with the one-way, eastbound "A" Street. The intersection is controlled by a STOP sign and only left turns are permitted. Both the through lane and the dedicated right turn lane are permitted to continue without stopping or yielding through the intersection. The eastbound approach to the intersection consists of a single, STOP-controlled through lane and a channelized right turn lane that enables drivers to turn right and head southwest on Highway 20. A driver may also proceed straight to head south on Viking Drive. The intersection of this channelized lane with US-20 is STOP-controlled.

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

TRAFFIC COUNTS

Traffic counts were conducted by Oregon Department of Transportation (ODOT) for the intersection of Central Oregon Highway (US-20) at Vale-West Highway on September 24th of 2013 from 6:00 AM to 10:00 PM. Data was used to establish the peak hour from 4:00 PM to 5:00 PM for the evening peak hour.

Since the traffic counts for these intersections were collected in September, the count values were seasonally adjusted as per ODOT's Analysis Procedures Manual. The study utilized *ODOT's 2013 Seasonal Trend Table* to establish a seasonal adjustment factor of 1.027. An Automatic Traffic Recorder (ATR) could not be referenced for the calculation of the seasonal adjustment factor because there was no nearby ATR location, nor did an existing ATR location match the characteristics of the roadway facility to compare similar trends.

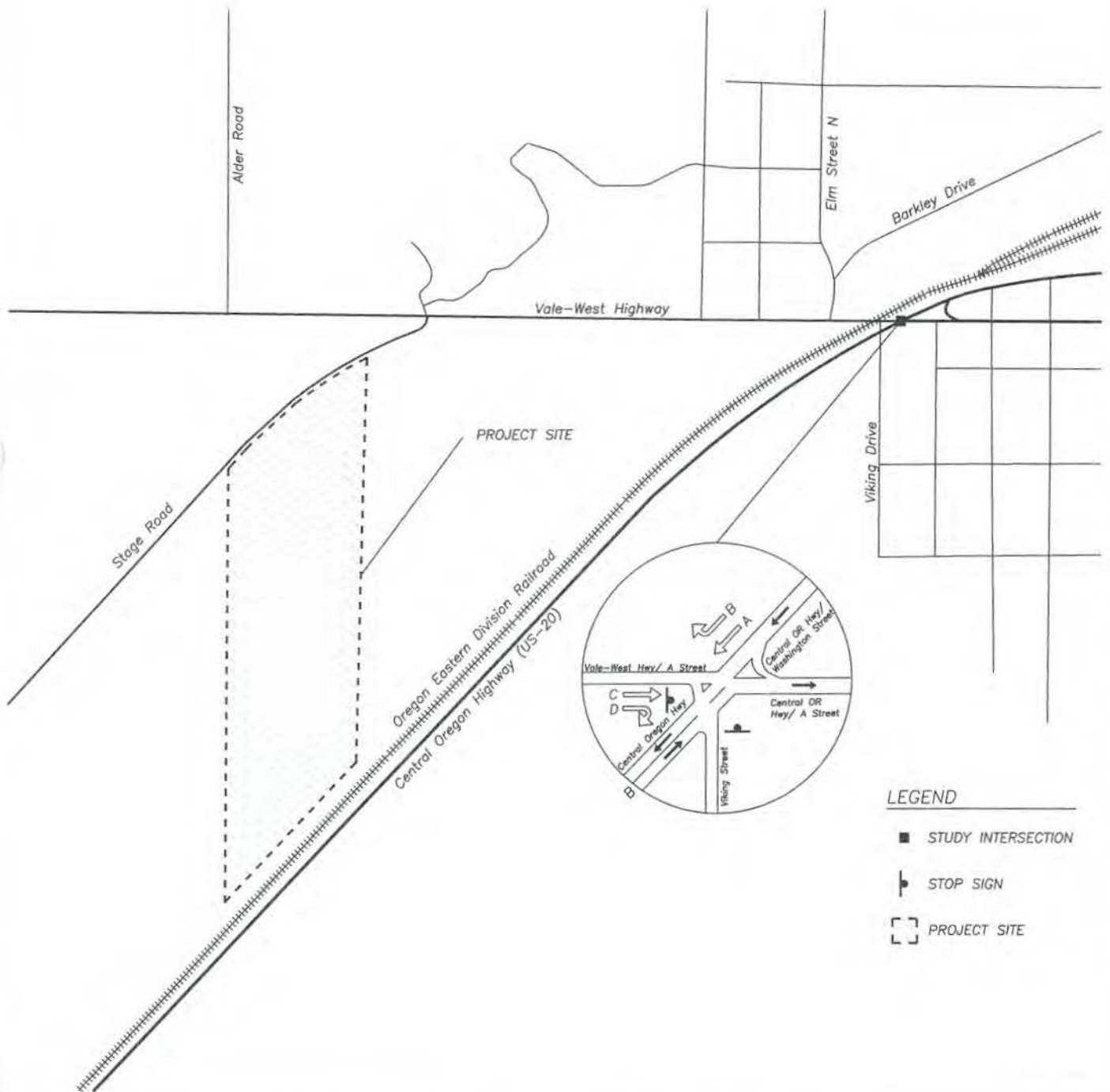
For planning horizon analysis, a linear growth rate of 1.038% was applied for traffic counts at the studied intersection per the *Oregon Department of Transportation's (ODOT) 2032 Future Highway Volume Program*. The linear growth rate was selected from a nearby ODOT location, 0.10 miles west of "A" Street East along US-20.

ANALYSIS SCENARIOS

The primary purpose of this Traffic Impact Study is to address the long-term ability of the transportation system to accommodate increased traffic generated by eventual development on the UGB expansion area and annexation into the City of Vale.

As stated previously, the intent of the subject land-use actions are to attract and facilitate the construction of a large industrial center in the City of Vale. As such, to address the Transportation Planning Rule (TPR) and other transportation planning goals and policies, the scenarios in this study focuses on conditions before and after development of an industrial facility. The following scenarios are examined in detail through the remainder of this report:

- **Existing Conditions:** Current and prior traffic volumes adjusted to current conditions. This establishes a baseline for comparison of subsequent scenarios.
- **Conditions in Year 2029:** Assumes the annexed land, together with adjacent land that is presently within the UGB, is developed with 98.9 acres of heavy industrial uses. Access is taken directly to Vale West Highway to head east into the city, to head west away from the city, or to access US-20.



VICINITY MAP



FIGURE
1
PAGE
7



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TRAFFIC VOLUMES
Existing Conditions
PM Peak Hours



FIGURE
2

PAGE
8

Le

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by eventual development on the UGB expansion area following annexation, trip rates from *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used.

The land proposed to be brought into the City of Vale's UGB and annexed into the city limits is to be designated for industrial use. To estimate trips generated by this change, the trip rate for *General Heavy Industrial* use, land use code 120, was applied. Given the large size of the property, the desire to attract large-scale users, and the lack of information at this time regarding specific development on the site, the trip generation is based on the acreage of the land rather than a specific building size.

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

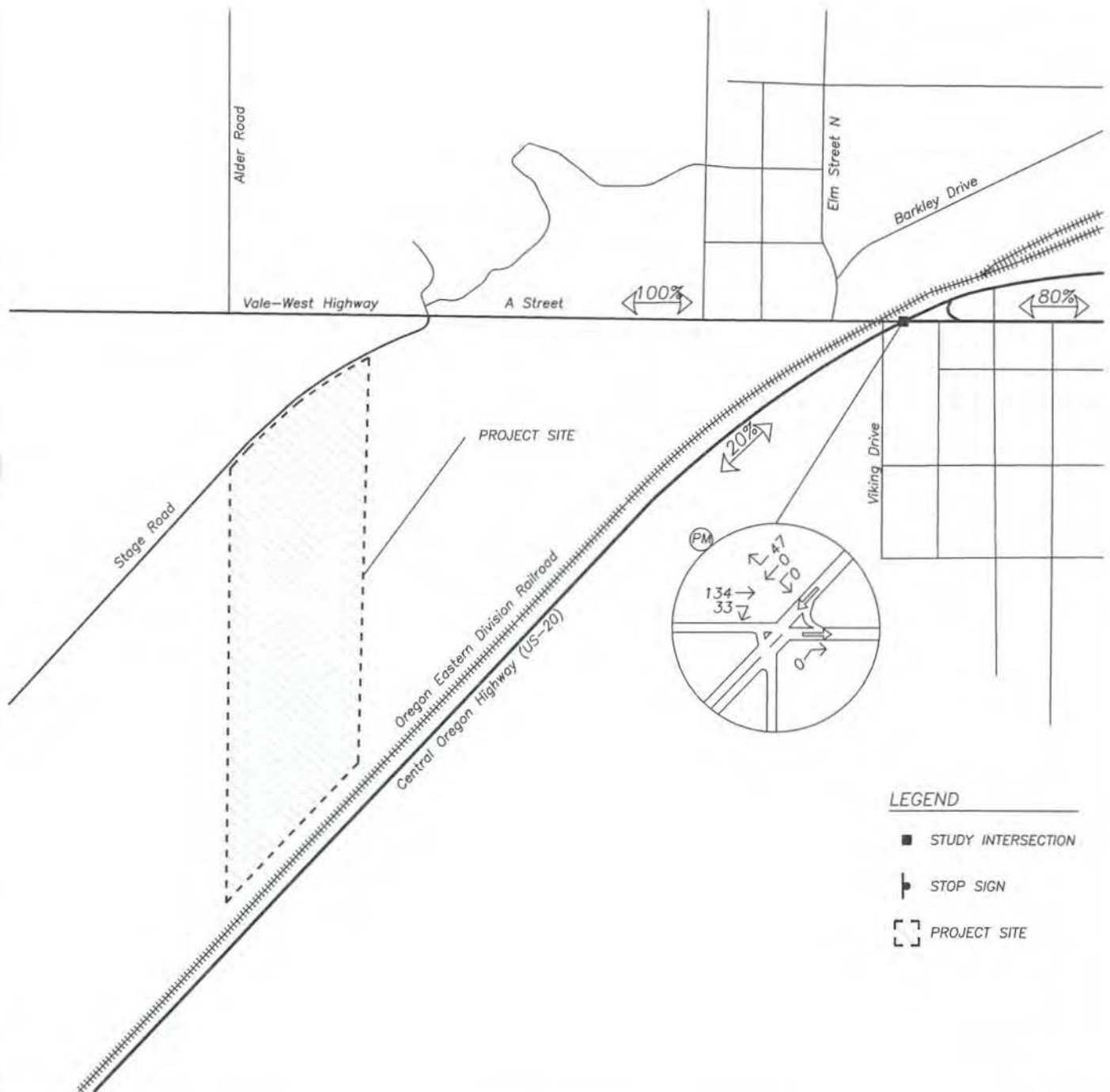
	ITE		PM Peak Hour			Weekday
	Code	Size	In	Out	Total	Total
General Heavy Industrial	120	98.9 acres	47	167	214	668

TRIP DISTRIBUTION

The proposed UGB expansion area is located immediately south of Vale-West Highway, west of the City of Vale. Traffic to and from the site is expected to utilize Vale West Highway to travel to the junction at US-20, west of the site access. It is important to note that the industrial facility is limited to access only on Vale West Highway, as access to US-20 is restricted by railroad lines traversing the southern border of the property.

It is expected that 80 percent of traffic accessing the site will be originating and terminating from the City of Vale to the east of the site via the Vale West Highway. The remaining 20 percent will travel via Vale West Highway, and travel westwards towards Burns on US-20.

The trip assignment for the two scenarios in the evening peak hour is shown in Figure 3 on page 10.



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Year 2029 Site Development
 PM Peak Hour



FIGURE
3
PAGE
10

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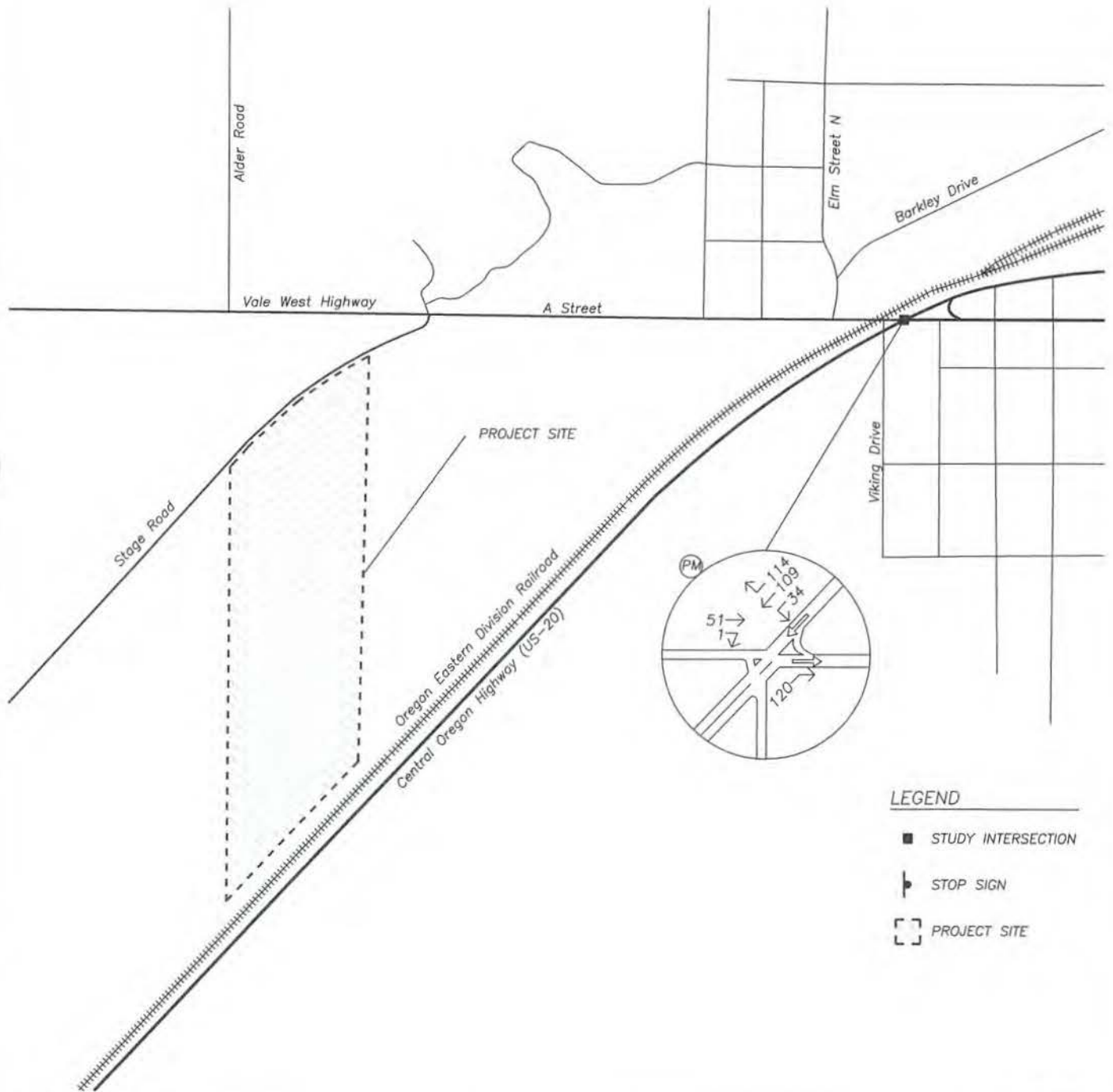
OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

To provide analysis of the impact of the proposed development on the existing transportation facilities at the time of opening, an estimation of future traffic volumes is required. In order to calculate the future traffic volumes, a growth rate and seasonal adjustment factor must be applied to existing traffic volumes.

A linear growth rate of 1.038% was applied for traffic counts at the studied intersection per the *Oregon Department of Transportation's (ODOT) 2032 Future Highway Volume Program*. The rate was applied over a period of 15 years to estimate 2029 conditions. The study also utilized *ODOT's 2013 Seasonal Trend Table* to establish a seasonal adjustment factor of 1.027. ATR values were not obtained for this study because there was no nearby ATR location, nor did an existing ATR location match the characteristics of the roadway facility to compare similar trends.

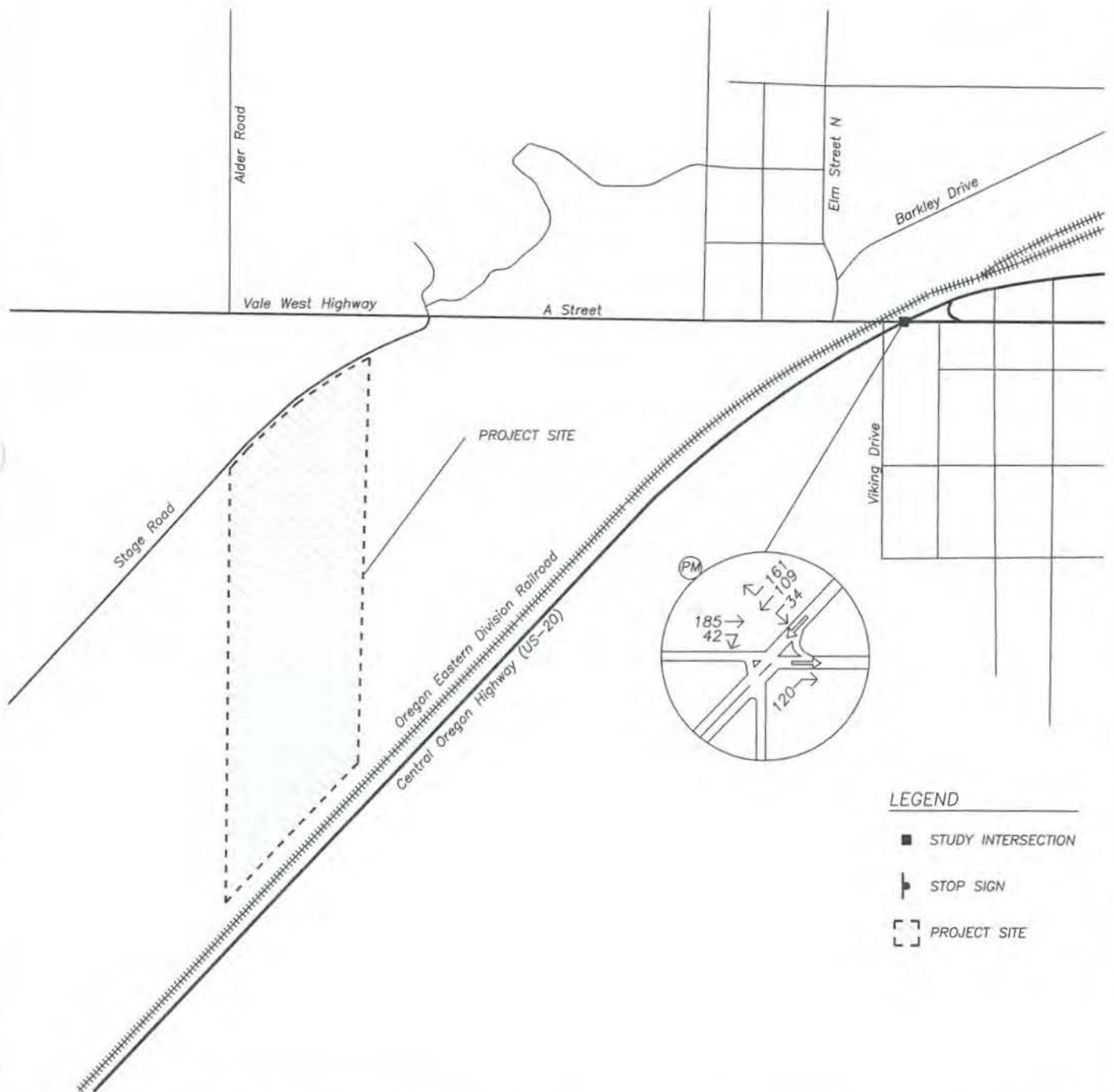
As explained previously, in 2029 the 98.9-acre site is expected to be occupied by general heavy industrial use. The background traffic volumes for this scenario are shown in Figure 4 on page 12. Figures 5 on page 13 shows the background traffic with the additional trips from the expected development.



TRAFFIC VOLUME
Year 2029 Background
PM Peak Hour



FIGURE
4
PAGE
12



LEGEND

- STUDY INTERSECTION
- ⊥ STOP SIGN
- PROJECT SITE

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TRAFFIC VOLUME
Year 2029 Background plus Site Development
PM Peak Hour



FIGURE
5

PAGE
13

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CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The level of service of an intersection can range from A, which indicates very little or no delay experienced by vehicles, to F, which indicates a high degree of congestion and delay. According to the *1999 Oregon Highway Plan* for statewide facilities, a level of service of C or better is acceptable for intersections.

The intersections along Vale West Highway and US-20 are under ODOT jurisdiction. ODOT standards are based on a volume-to-capacity (v/c) ratio rather than the level of service. The v/c compares the actual (or demand) traffic volumes to the potential capacity to determine the available capacity of the intersection. The v/c ratio is expressed as the percentage of the capacity that is utilized during the analysis period. According to the *1999 Oregon Highway Plan*, all signalized intersection along the Vale West Highway and OR 20 should operate at 0.70 or better within the vicinity of the UGB expansion area.

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

- Existing conditions
- Year 2029 background traffic conditions (no build)
- Year 2029 background plus 98.9 acres of general heavy industrial development, which includes the 40.9 acres proposed to be brought into the UGB as well as the adjacent 58 acres that are currently within the UGB and planned for industrial development.

Intersection Analysis

Currently, the studied intersection of US-20 at West Vale Highway operates at a v/c ratio of 0.07 in the evening peak hour. The intersection v/c ratio is expected to remain 0.08 in the year 2029 without the UGB expansion. With the added trips from the expansion development, the v/c ratio in 2029 is expected to reach 0.28 in the evening peak hour. The projected v/c ratio of 0.28 in 2029 satisfies ODOT's standards, and performs better than the mandated 0.70 intersection v/c ratio.

No other intersections were analyzed for traffic operations in relationship to this project. The results of the capacity analysis, along with the levels of service, delay, and v/c ratios are shown in the following table. Detailed calculations, as well as tables showing the relationships between delay and level of service are included in the appendix to this report.

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Capacity & Level of Service Summary

<i>US-20 at Vale-West Highway, PM Peak Hour</i>	LOS	Delay	v/c
Existing Conditions	B	10.0	0.07
Year 2029 Background	B	10.1	0.08
Year 2029 Background + Site Trips	B	11.1	0.28

LOS = Level of service

Delay = Average delay per vehicle in seconds

v/c = Volume-to-capacity ratio

SAFETY ANALYSIS

CRASH DATA ANALYSIS

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

The intersection of Central Oregon Highway (US-20) at Vale-West Highway had no reported crashes during the analysis period, giving a rate of zero crashes per MEV.

The ODOT crash data for the study intersections is included in the appendix to this report.

FINDINGS

IDENTIFIED MITIGATIONS & INFRASTRUCTURE

The capacity analysis performed assumes site access will be taken via Vale-West Highway adjacent to the site's northern border. No access to US-20 is available due to the parallel rail line. Access to Stage Road along the site's frontage is not recommended, as this is an unimproved roadway and is not intended to serve urban industrial traffic.

Vale-West Highway is classified as a Collector and the use of this facility by industrial traffic from the site is consistent with the planned function and classification of the roadway. However, given the close proximity of the Oregon Eastern Division Railroad crossing at the intersection of West Vale Highway and US-20, further investigation should be performed to ensure trucks and industrial vehicles can safely traverse the railroad crossing and maneuver the intersection without obstruction. This recommendation is consistent with the *City of Vale Transportation System Plan (TSP)*, which proposes realignment of the intersection to improve circulation and better accommodate truck traffic as a potential project on page 7-17 of the TSP. Depending on the eventual user of the site and the volume and characteristics of the trips generated, the realignment may be necessary to safely accommodate the additional traffic.

All off-site study area intersections will operate with sufficient capacity and at an acceptable level of service to accommodate trips from development on the UGB expansion area through the planning horizon. No off-site intersection mitigations are identified or proposed. The potential realignment discussed above is purely a safety concern and is not necessary to ensure adequate intersection capacity.

TRANSPORTATION PLANNING RULE

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

As shown in this Traffic Impact Study, the transportation system is capable of accommodating development under the proposed UGB expansion and annexation. The study intersection is projected to operate acceptably through the year 2029, either with or without the addition of site trips from the proposed development. No operational or capacity mitigations are necessary or recommended.

Given the adequate available roadway capacity and forecasted favorable operation of the study area intersections, the proposed UGB expansion and annexation will not significantly affect the surrounding roadway system as defined in the Transportation Planning Rule (TPR). The TPR is satisfied.

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APPENDIX

LEVEL OF SERVICE

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

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

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

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

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

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

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

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*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

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

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

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

Highway 20 at A Street, Vale, OR Intersection Volume Counts 9/24/13

Interval Start Time	Northbound					Southbound					Eastbound					Westbound					Interval Total
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes	
3:00 - 3:15	0	0	7	0	0	14	0	1	0	0	0	33	3	3	0	13	21	24	6	0	116
3:15 - 3:30	1	0	2	0	0	22	2	2	1	0	0	30	0	4	0	5	18	29	0	0	111
3:30 - 3:45	0	0	13	0	0	11	2	0	1	0	0	20	0	5	0	4	28	34	4	0	112
3:45 - 4:00	0	0	7	0	0	11	4	1	0	0	0	19	1	2	0	6	27	24	0	0	100
4:00 - 4:15	1	0	6	0	0	15	3	0	0	0	0	34	0	4	0	12	27	32	5	0	130
4:15 - 4:30	1	0	3	0	0	9	4	0	1	0	0	32	0	4	0	6	24	23	6	0	102
4:30 - 4:45	2	0	13	0	0	11	1	0	0	0	0	23	0	4	0	7	23	24	5	0	104
4:45 - 5:00	1	0	8	0	0	13	1	1	0	0	0	24	0	5	0	7	28	28	7	0	111
5:00 - 5:15	1	0	15	0	0	15	4	0	1	0	0	25	0	5	0	5	24	16	1	0	105
5:15 - 5:30	1	0	10	0	0	15	2	0	0	0	0	22	0	2	0	6	29	26	9	0	111
5:30 - 5:45	1	0	9	0	0	8	1	0	0	0	0	23	0	2	0	5	28	19	6	0	94
5:45 - 6:00	0	0	8	0	0	12	1	0	0	0	0	21	1	5	0	5	28	23	7	0	99
Peak Hour Totals	9	0	101	0	0	156	25	5	4	0	0	306	5	45	0	81	305	302	56	0	1295
IN		110					186					311					688				
OUT		302					111					563					319				

Land Use: General Heavy Industrial
Land Use Code: 120
Variable: Acres
Variable Quantity: 98.9

AM PEAK HOUR

Trip Rate: 1.98

	Enter	Exit	Total
Directional Distribution	83%	17%	
Trip Ends	163	33	196

PM PEAK HOUR

Trip Rate: 2.16

	Enter	Exit	Total
Directional Distribution	22%	78%	
Trip Ends	47	167	214

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

WEEKDAY

Trip Rate: 6.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	334	334	668

Source: TRIP GENERATION, Ninth Edition

CITY OF VALE, MALHEUR COUNTY

[illegible]

HCM Unsignalized Intersection Capacity Analysis 1: A Street & US-20

Vale UGB - Western Site
Existing Conditions - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗								↑	↗
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	49	1	0	0	0	0	0	0	0	105	110
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	57	1	0	0	0	0	0	0	0	122	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			4									
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	122	122	122	151	250	0	250			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122	122	122	151	250	0	250			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	93	100	100	100	100	100			100		
cM capacity (veh/h)	853	768	929	770	653	1085	1327			1572		
Direction, Lane #	EB 1	SB 1	SB 2									
Volume Total	58	122	128									
Volume Left	0	0	0									
Volume Right	1	0	128									
cSH	784	1700	1700									
Volume to Capacity	0.07	0.07	0.08									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	10.0	0.0	0.0									
Lane LOS	B											
Approach Delay (s)	10.0	0.0										
Approach LOS	B											
Intersection Summary												
Average Delay		1.9										
Intersection Capacity Utilization		15.5%				ICU Level of Service				A		
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis 1: A Street & US-20

Vale UGB - Western Site
Year 2029 Background - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	51	1	0	0	0	0	0	0	0	109	114
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	59	1	0	0	0	0	0	0	0	127	133
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			4									
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	127	127	127	156	259	0	259			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	127	127	127	156	259	0	259			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	92	100	100	100	100	100			100		
cM capacity (veh/h)	847	764	924	761	645	1085	1317			1572		
Direction, Lane #	EB 1	SB 1	SB 2									
Volume Total	60	127	133									
Volume Left	0	0	0									
Volume Right	1	0	133									
cSH	779	1700	1700									
Volume to Capacity	0.08	0.07	0.08									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	10.1	0.0	0.0									
Lane LOS	B											
Approach Delay (s)	10.1	0.0										
Approach LOS	B											
Intersection Summary												
Average Delay		1.9										
Intersection Capacity Utilization		15.7%		ICU Level of Service					A			
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis 1: A Street & US-20

Vale UGB - Western Site
Year 2029 Background plus Site - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗								↑	↗
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	185	42	0	0	0	0	0	0	0	109	161
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	215	49	0	0	0	0	0	0	0	127	187
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			4									
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	127	127	127	234	314	0	314			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	127	127	127	234	314	0	314			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	72	95	100	100	100	100			100		
cM capacity (veh/h)	847	764	924	534	601	1085	1258			1572		
Direction, Lane #	EB 1	SB 1	SB 2									
Volume Total	264	127	187									
Volume Left	0	0	0									
Volume Right	49	0	187									
cSH	937	1700	1700									
Volume to Capacity	0.28	0.07	0.11									
Queue Length 95th (ft)	29	0	0									
Control Delay (s)	11.1	0.0	0.0									
Lane LOS	B											
Approach Delay (s)	11.1	0.0										
Approach LOS	B											
Intersection Summary												
Average Delay		5.1										
Intersection Capacity Utilization		22.1%										
ICU Level of Service										A		
Analysis Period (min)		15										

Appendix D

**VALE EAST SIDE URBAN GROWTH BOUNDARY
EXPANSION
TRAFFIC IMPACT STUDY
VALE, OREGON**

DATE:

February 25, 2014

PREPARED FOR:

City of Vale

PREPARED BY:

Rebecca Hamilton, BS, MURP
Max Scheideman
Todd Mobley, PE, PTOE



EXPIRES: 12/31/2014



**LANCASTER
ENGINEERING**

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EXECUTIVE SUMMARY

1. The City of Vale is proposing an expansion of its Urban Growth Boundary (UGB) to include two parcels, 117.82 acres and 8.75 acres, respectively, which lie to the east of Vale. The primary purpose of this UGB expansion is to attract development of an industrial facility.
2. It is assumed that by the year 2029, development on the UGB expansion area will be in place and the 117.82 acre-site will be in use as an industrial facility. Access to the site will be primarily be from the west via Lagoon Drive, from which traffic can access Oregon Highway 26 and Oregon Highway 20 by way of Hope Street E and 12th Street N. Trucks will follow this designated route to Vale and to all points beyond. Minor auto traffic may utilize Foothill Drive to access the site. The 8.75 acre northern parcel of the proposed UGB expansion will be used as an effluent release area and will not generate any traffic.
3. All off-site study area intersections will operate with sufficient capacity and at an acceptable level of service to accommodate trips from development on the UGB expansion area through the planning horizon. No off-site intersection mitigations are identified or proposed.
4. The crash data at the intersection of Highway 20 Westbound (Washington Street W) at Highway 26 (Glenn Street) had 12 total reported crashes during the 5-year period giving crash rate of 1.12 crashes per MEV. This crash rate is relatively high and indicative of likely safety issues with the intersection. Crash trends indicate possible sight distance restrictions on the southeastern corner of the intersection, which may be attributable to on-street parking. Further investigation and potential mitigation is recommended at the time of site development. All other intersections had crash rates within an acceptable range that were not indicative of potential safety issues.
5. Given the adequate available roadway capacity and forecasted favorable operation of the study area intersections, the proposed UGB expansion and annexation will not significantly affect the surrounding roadway system as defined in the Transportation Planning Rule (TPR). The TPR is satisfied.

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PROJECT DESCRIPTION

INTRODUCTION

The City of Vale is proposing an expansion of its Urban Growth Boundary (UGB) to include approximately 123 acres to the eastern portion of Vale. The expansion consists of two noncontiguous parcels: an 8.75-acre triangular parcel located directly to the north of the Light Industrial-zoned area on the north side of Lagoon Drive, and an irregularly-shaped parcel consisting of 117.82 acres located to the east of the Malheur River and south of Lagoon Drive. The UGB expansion areas is also proposed for annexation into the City.

The northern UGB expansion area is a parcel of land currently in agricultural use. It is located to the east of Saddlehorn Lane and is bordered by agricultural land and unpaved local access roads on all sides. This parcel is intended to serve as an effluent release area rather than a site for development and is not expected to generate traffic. The southern UGB expansion area is also currently in agricultural use and is located southwest of the intersection between Lagoon Drive and Foothill Drive. It is bordered by Lagoon Drive to the north, by Frontier Lane to the east, by agricultural land to the south, and by the Malheur River to the west. A vicinity map on page eight shows the location of the UGB expansion area and the surrounding street system.

The purpose of this UGB expansion is to attract industrial development to Vale. This report examines the traffic impacts of the proposed UGB expansion and its development as an industrial facility. The purpose of this report is to provide both short-term and long-term analyses that address the ability of the transportation system to accommodate increased traffic generated by eventual development on the proposed UGB expansion areas in order to ensure safe and efficient performance.

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

LOCATION DESCRIPTION

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

- Highway 20 Westbound (Washington Street) at Highway 26 (12th Street N)
- Highway 26 at Hope Street E
- Highway 20 Eastbound ("A" Street) at Highway 26 (Glenn Street S)
- Highway 20 Westbound at 10th Street N
- Hope Street E at 10th Street N

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Highway 20/Central Oregon Highway is the primary east-west route through Vale. According to the City of Vale's Transportation System Plan (TSP), the City of Vale owns the right-of-way while ODOT has responsibility for maintenance between the curbs. Highway 20 operates as a one-way couplet through the City, with Washington Street as its westbound leg and "A" Street as its eastbound leg. Both segments of the couplet contain two travel lanes and with a surface width between 43 and 54 feet. Posted speeds on the couplet are set at 25 mph. Curbs, pedestrian facilities, on-street parking, and bike lanes are provided through this section. Highway 26/John Day Highway joins Highway 20 at the intersection of Highway 26 with Highway 20 Westbound, and the two routes continue concurrently to the Idaho border. To the east of the city, the two couplets join to become a two-lane facility with 32 feet of pavement and a posted speed of 55 mph. Pedestrian facilities, on-street parking, and bike lanes are not provided or marked; however, shoulders are provided on both sides of the street.

Highway 26/John Day Highway enters Vale from the north and joins Highway 20 in the city's commercial core. The City of Vale owns the right-of-way while ODOT has responsibility for maintenance between the curbs. From the north city limit to its intersection with "A" Street, the facility is referred to as 12th Street N. The facility that continues due south at this intersection is referred to as Glenn Street S; however, at this junction, Highway 26 joins with Highway 20 and heads eastward. The posted speeds on Highway 26 within city limit is 40 to 30 mph. Between Washington Street and 'A' Street on Glenn Street, four-foot sidewalks exist on the east and half of the west side of the street. Other than this section, curbs, pedestrian facilities, on-street parking, and bike lanes are not provided.

Hope Street E is classified as a local street under the City of Vale's jurisdiction. It is a paved, two-lane facility with curbs and sidewalks between 10th Street N and Highway 26 (12th Street N). West of Highway 26 (12th Street N), Hope Street E becomes a gravel road.

10th Street N is classified as a Collector under the City of Vale's jurisdiction. It is a two-lane facility with a posted speed limit of 25 mph. The facility has curbs and partial sidewalks from the northeast city limit to 12th Street N; south of this intersection, sidewalks and curbs are not present. Bicycle facilities and on-street parking are not marked; however, south of 12th Street N the facility has wide shoulders. 10th Street N terminates at Highway 20 Westbound (Washington Street).

The intersection of Highway 20 Westbound (Washington Street) at Highway 26 (12th Street N) is a four-legged intersection that is controlled by a STOP sign at the north and south approaches. The east approach to the intersection consists of a dedicated right turn lane; a bicycle lane; a single through lane; and a shared through/left turn lane. All movements from this direction are free-flowing. The northbound and southbound approaches both consist of a single lane for all movements. Note that Highway 20 Westbound is a one-way facility and so traffic does not approach the intersection from the west.

The intersection of Highway 26 (12th Street N) at Hope Street E is a four-legged intersection that is controlled by a STOP sign. The north and south approaches each consist of a shared lane for all movements and traffic from these directions is permitted to proceed through the intersection without stopping. The east and west approaches consist of a single shared lane for all movements and are controlled by STOP signs.

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The intersection of Highway 20 Eastbound ("A" Street)/ at Highway 26 (Glenn Street S) is a four-legged intersection that is controlled by a STOP sign at the north and south approaches. The west approach to the intersection consists of a bicycle lane, a shared through/right turn lane, and a shared through/left turn lane. All movements from this direction are permitted without stopping. The north and south approaches both consist of a single lane for all movements. Note that Highway 20 Eastbound is a one-way facility and so traffic does not approach the intersection from the east.

The intersection of Highway 20 Westbound at 10th Street N is a three-legged intersection that is controlled by a STOP sign. The north approach consists of a single shared lane for both left and right turns. The east approach consists of a single through lane and a shared through/right turn lane. Traffic from this direction is free-flowing. Note that Highway 20 Westbound is a one-way facility and so traffic does not approach the intersection from the west.

The intersection of Hope Street E at 10th Street N is a three-legged intersection that is STOP sign controlled. The north and south approaches are free-flowing and consist of a shared lane for all movements and traffic. The west approaches consists of a single shared lane for all movements and is controlled by a STOP sign.

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

TRAFFIC COUNTS

Traffic counts were conducted for the following intersections:

- Highway 20 Westbound (Washington Street W) at Highway 26
- Highway 26 at Hope Street E
- Highway 20 Eastbound ("A" Street) at Highway 26
- Highway 20 Westbound at 10th Street N
- Hope Street E at 10th Street N

Data at the study-area intersections was collected from 4:00 PM to 6:00 PM during the third week of February. Based on the count data, the peak hour was found to be from 4:00 to 5:00 PM. Since the traffic counts for these intersections were collected in February, the count values were seasonally adjusted as per ODOT's Analysis Procedures Manual. The study utilized *ODOT's 2013 Seasonal Trend Table* to establish a seasonal adjustment factor of 1.027. An Automatic Traffic Recorder (ATR) could not be referenced for the calculation of the seasonal adjustment factor because there was no nearby ATR location, nor did an existing ATR location match the characteristics of the roadway facility to compare similar trends.

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For planning horizon analysis, a linear growth rate of 1.038% was applied for traffic counts at the studied intersection per the *Oregon Department of Transportation's (ODOT) 2032 Future Highway Volume Program*.

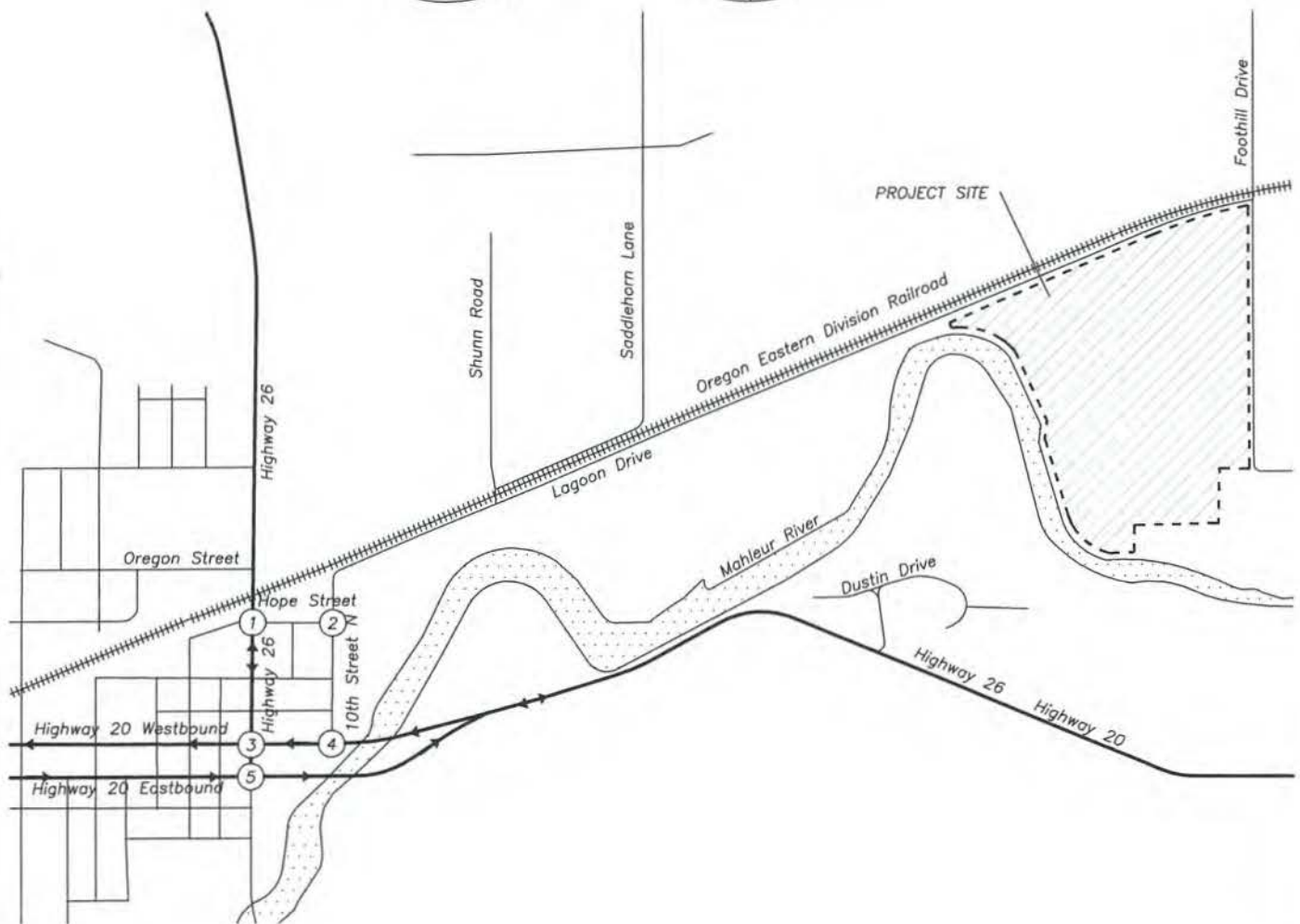
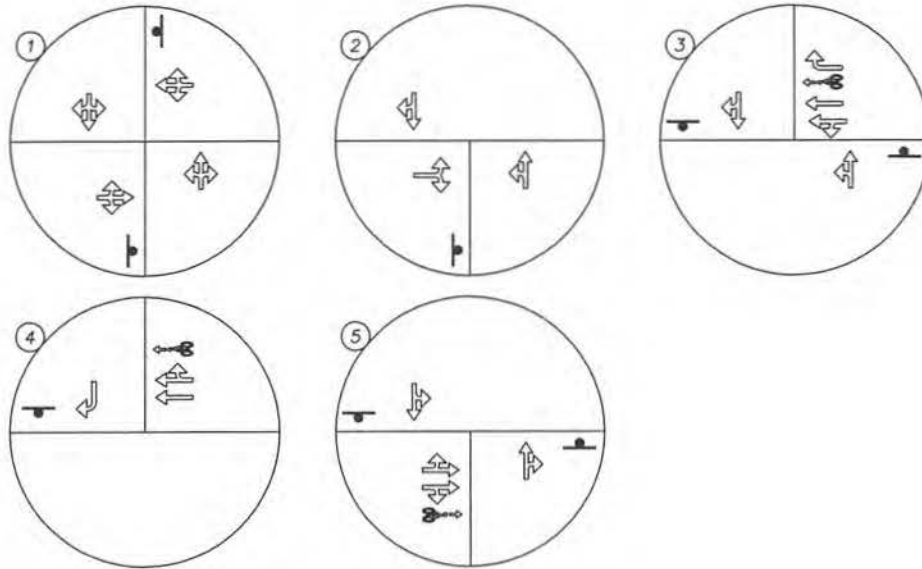
Figure 2 on page nine shows the existing traffic volumes for the evening peak hour at the study area intersections.

ANALYSIS SCENARIOS

The primary purpose of this Traffic Impact Study is to address the long-term ability of the transportation system to accommodate increased traffic generated by eventual development on the southern UGB expansion area and annexation into the City of Vale. The northern UGB expansion area is planned as an effluent release area and is not expected to generate traffic; therefore, this parcel has not been included in the analyses for trip generation.

As stated previously, the intent of the subject land-use actions are to attract and facilitate the construction of an industrial center in the City of Vale. To address the Transportation Planning Rule (TPR) and other transportation planning goals and policies, the scenarios in this study focuses on conditions before and after development of an industrial facility at the . The following scenarios are examined in detail through the remainder of this report:

- **Existing Conditions:** Current and prior traffic volumes adjusted to current conditions. This establishes a baseline for comparison of subsequent scenarios.
- **Conditions in Year 2029:** Assumes the southern parcel of annexed land is developed with 117.82 acres of general heavy industrial uses. Project trips are expected to take access from Lagoon Drive immediately north of property site to head westbound into the City of Vale by way of Hope Street E to enter Highway 26. From there, 15 percent of project traffic is expected to head northbound towards the junction with Oregon Route 245, 25 percent is expected to travel westbound on Highway 20 towards Burns, and 60 percent of the project traffic will continue westbound for the City of Ontario.

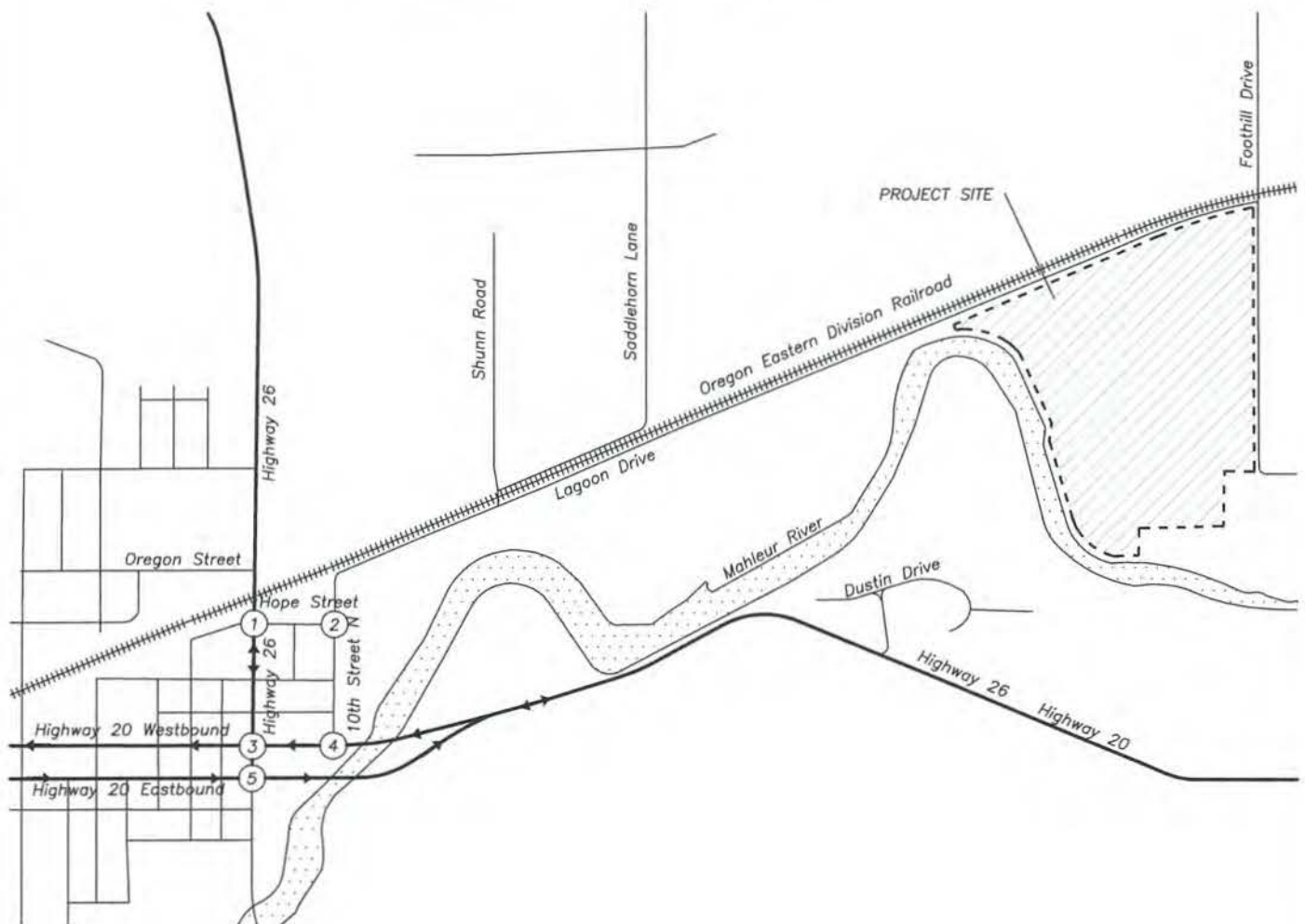
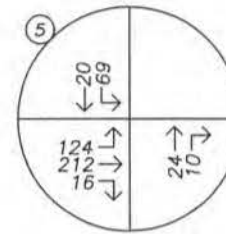
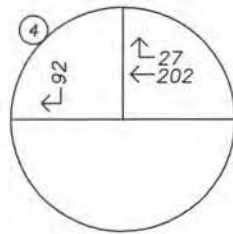
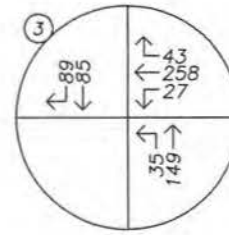
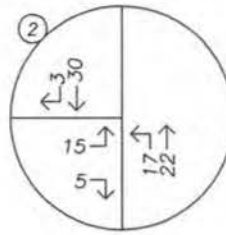
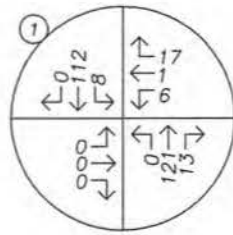


VICINITY MAP



FIGURE 1

PAGE 8



TRAFFIC VOLUMES
Existing Conditions
PM Peak Hour



FIGURE
2

PAGE
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TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by eventual development on the UGB expansion area following annexation, trip rates from *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used.

The southern parcel proposed for incorporation into the UGB and annexation into the city limits is to be designated for Heavy Industrial use. As mentioned previously, the northern parcel is also proposed for UGB incorporation, annexation to the city, and designation as Heavy Industrial use; however, the land is planned for use as an effluent release area instead of development and will not generate traffic. To estimate trips generated by this change, the trip rate for *General Heavy Industrial* use, land use code 120, was applied to the southern parcel. The trip generation is based on the acreage of the land (rather than facility size, as with other ITE industrial use trip rates, and was calculated for a 117.82-acre parcel.

To examine impacts from development of this UGB expansion area over time, two scenarios were examined in this report. The first scenario examines current conditions to determine the background state of the system. The second scenario examines conditions 15 years from now (in 2029) and calculates trip generation rates assuming that this proposed annexation area has been developed in its entirety as an industrial site.

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

TRIP GENERATION SUMMARY

	ITE		PM Peak Hour			Weekday
	Code	Size	In	Out	Total	Total
General Heavy Industrial	120	117.8 acres	56	199	255	769

TRIP DISTRIBUTION

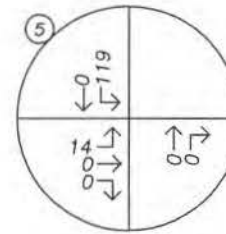
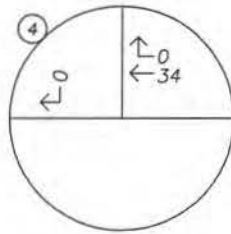
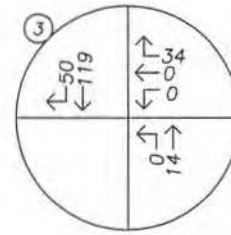
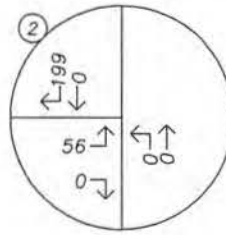
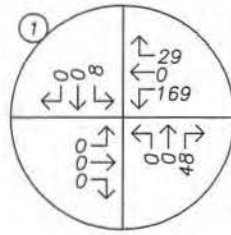
The proposed southern UGB expansion area is located immediately south of Lagoon Drive, east of the City of Vale. Project trips are expected to take access from Lagoon Drive immediately north of property site to travel westbound into the City of Vale by way of Hope Street E to enter Highway 26. Project traffic is not assumed to access Highway 20 from 10th Street N in order to evaluate a worst case scenario of the project impact at the intersection of Highway 26 and Hope Street.

From Highway 26, 15 percent of project traffic is expected to head northbound towards the junction with Oregon Route 245. The remaining 85 percent will proceed to the junction of Highway 26 and Highway 20, wherein 60 percent of the project traffic will travel eastbound

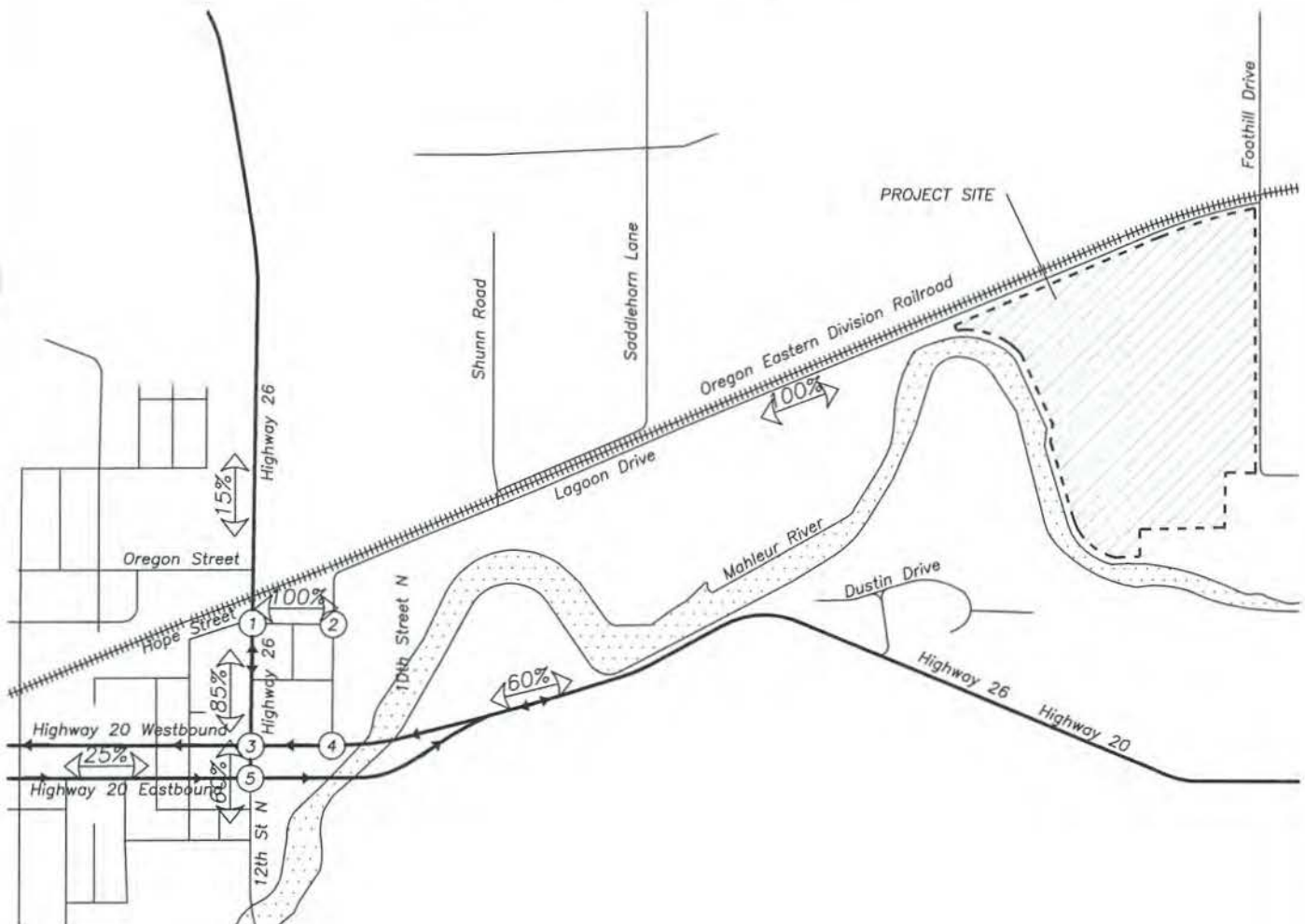
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on Highway 20 towards Ontario and the remaining 25 percent will continue westbound on Highway 20 towards the City of Burns.

The trip assignment for the evening peak hour is shown in Figure 3 on page 12.



Note: In order to evaluate a worse case scenario, all project trips are assigned to Highway 26 via Hope Street. Project trips are not assumed to travel on 10th Street N south of Hope Street.



SITE TRIP DISTRIBUTION AND ASSIGNMENT Year 2029 Site Development PM Peak Hour



FIGURE
3

PAGE
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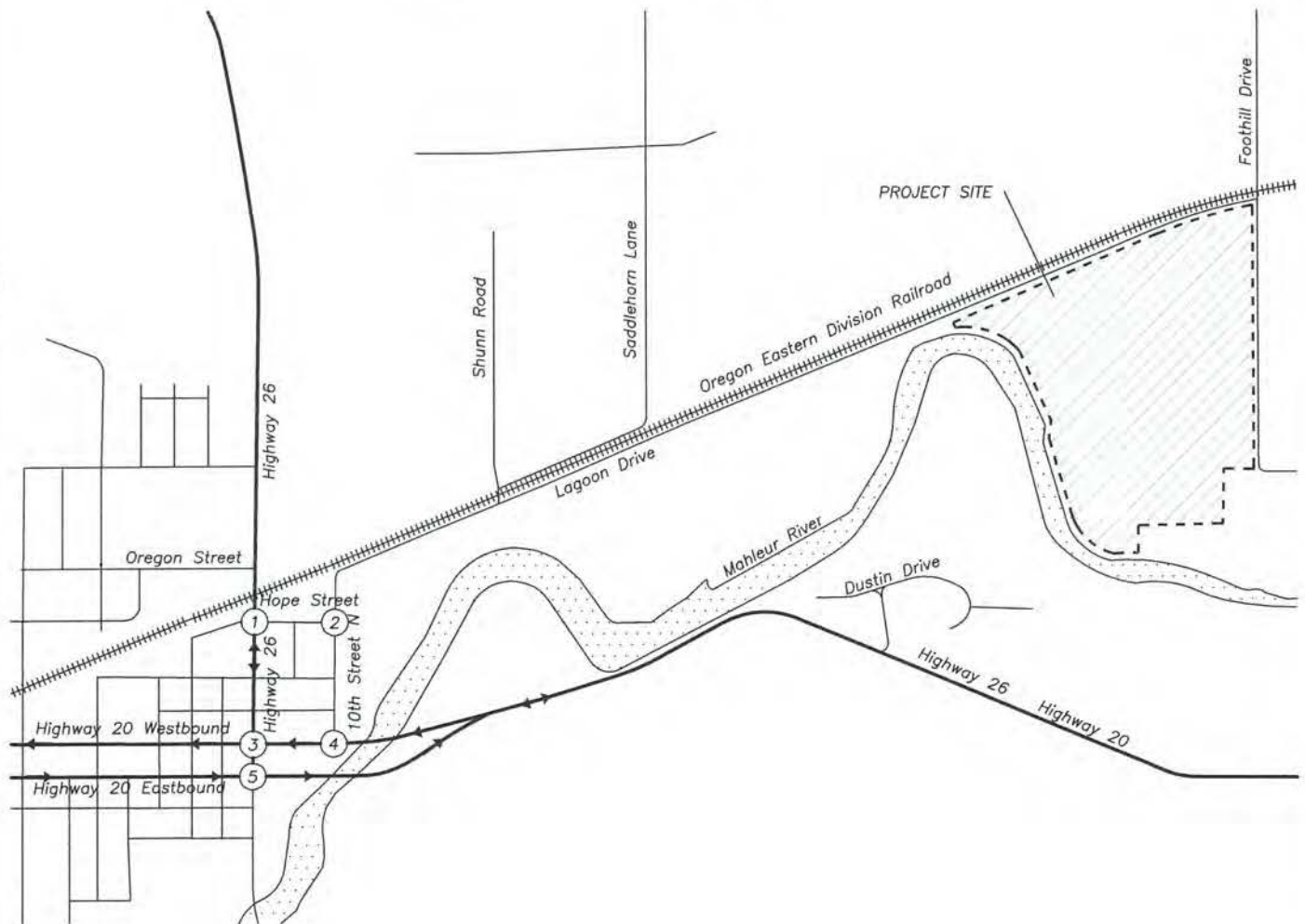
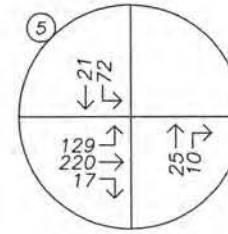
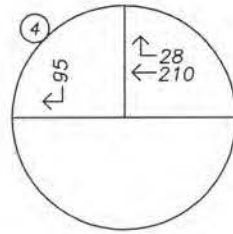
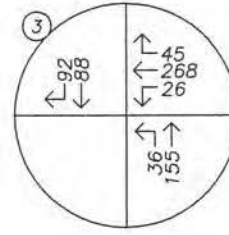
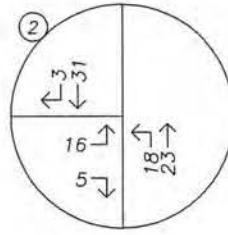
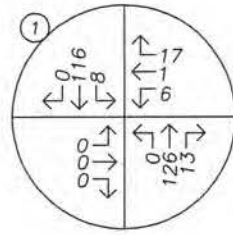
OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

To provide analysis of the impact of the proposed development on the existing transportation facilities at the time of opening, an estimation of future traffic volumes is required. In order to calculate the future traffic volumes, a growth rate and seasonal adjustment factor must be applied to existing traffic volumes.

A linear growth rate of 1.038% was applied for traffic counts at the studied intersection per the *Oregon Department of Transportation's (ODOT) 2032 Future Highway Volume Program*. The study also utilized *ODOT's 2013 Seasonal Trend Table* to establish a seasonal adjustment factor of 1.166. ATR values were not obtained for this study because there was no nearby ATR location, nor did an existing ATR location match the characteristics of the roadway facility to compare similar trends.

As explained previously, in 2029 the 117.8-acre southern site is expected to be occupied by general heavy industrial use. The background traffic volumes for this scenario are shown in Figure 4 on page 14. Figure 5 on page 15 shows the background traffic with the additional trips from the UGB expansion.

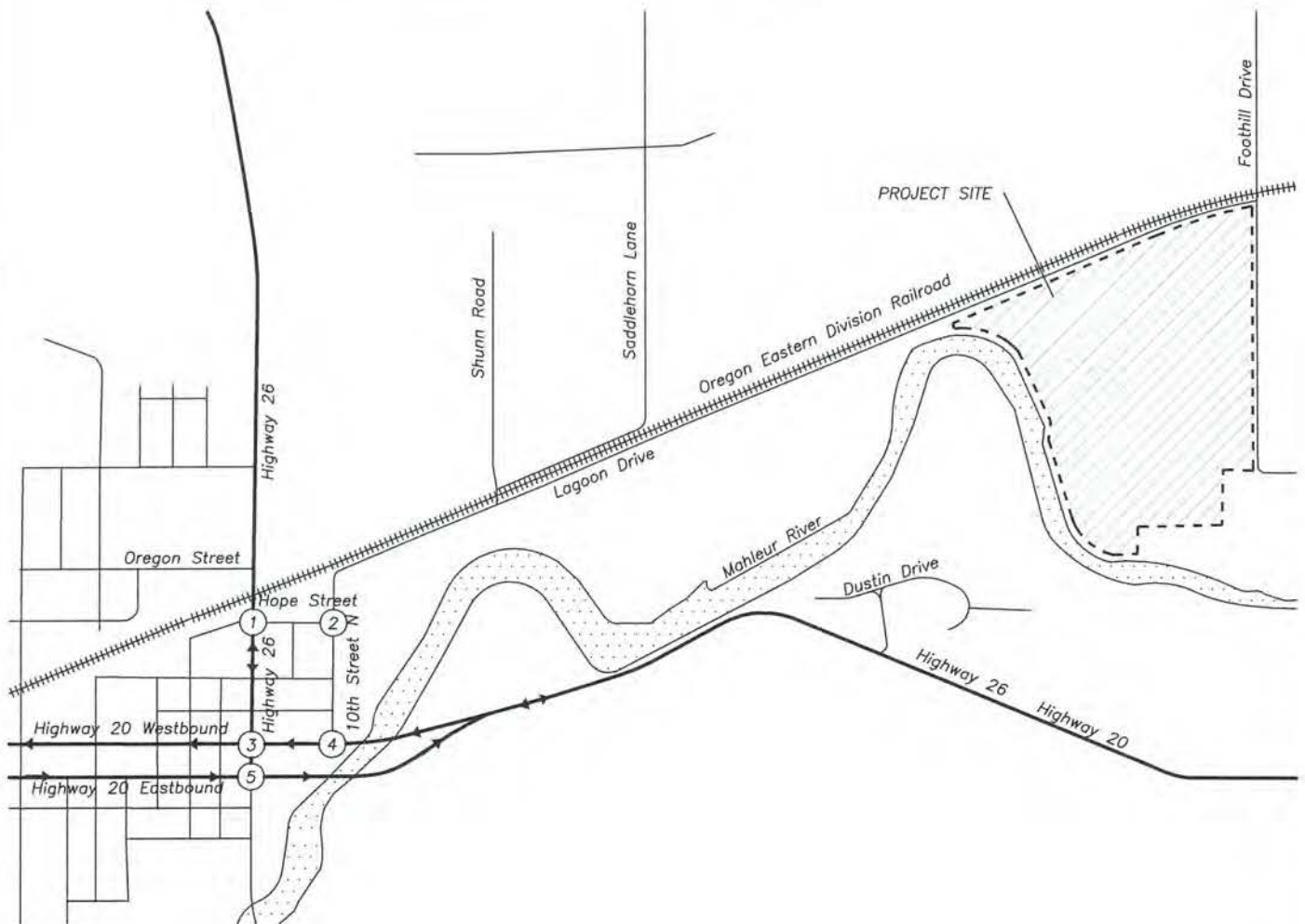
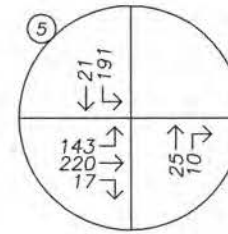
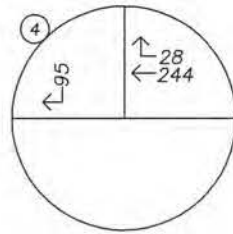
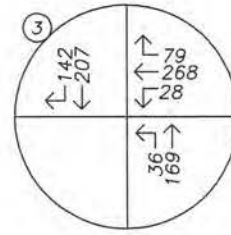
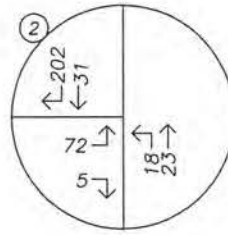
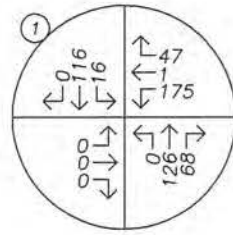


TRAFFIC VOLUME
Year 2029 Background
PM Peak Hour



FIGURE
4

PAGE
14



TRAFFIC VOLUME
Year 2029 Background plus Site Development
PM Peak Hour



FIGURE 5

PAGE 15

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CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The level of service of an intersection can range from A, which indicates very little or no delay experienced by vehicles, to F, which indicates a high degree of congestion and delay. According to the *1999 Oregon Highway Plan* for statewide facilities and the *Vale Transportation System Plan* for local facilities, a level of service of C or better is acceptable for intersections.

The intersections along Highway 20 and Highway 26 are under ODOT jurisdiction. ODOT standards are based on a volume-to-capacity (v/c) ratio rather than the level of service. The v/c compares the actual (or demand) traffic volumes to the potential capacity to determine the available capacity of the intersection. The v/c ratio is expressed as the percentage of the capacity that is utilized during the analysis period. According to the *1999 Oregon Highway Plan*, all signalized intersection along the Highway 26 and OR 20 should operate at 0.70 or better within the vicinity of the UGB expansion area.

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

- Existing conditions
- Year 2029 background traffic conditions (no build)
- Year 2029 background plus 117.8 acres of general heavy industrial development

Currently, the intersection of 12th Street N (Highway 26) at Hope Street E operates at a v/c ratio of 0.04 for the evening peak hour. The intersection v/c ratio is expected to remain at 0.04 during the year 2029 without the UGB expansion. With the increased trips from the development, the v/c ratio in 2029 is expected to reach 0.42 in the PM peak hour.

10th Street N at Hope Street E presently operates at a v/c ratio of 0.3 in the evening peak hour. The intersection is expected to continue to operate at a v/c ratio of 0.03 in the PM peak hour in the year 2029 without increased trips from the UGB expansion project. The v/c ratio with development trips in 2029 is projected to increase to 0.12.

12th Street N (Highway 26) at Washington St (Highway 20 Westbound) currently operates at a v/c ratio of 0.42 in the evening peak hour. The intersection v/c ratio is expected to increase to 0.45 by 2029 due to local growth. With the added trips from the UGB expansion, the v/c ratio is expected to reach 0.62 in 2029.

10th Street N at Washington St (Highway 20 Westbound) presently operates at a v/c ratio of 0.12. With local growth, the v/c ratio is expected to remain 0.12 in 2029. This is expected to remain unchanged even with the increased in trips from the proposed development.

The intersection of "A" Street (Highway 20 Eastbound) at 12th Street N (Highway 26) currently operates at a v/c ratio of 0.23 for the evening peak hour. The intersection v/c ratio is expected to

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increase to 0.25 in the year 2029 without the UGB expansion. With the increased trips from the development, the v/c ratio in 2029 is expected to reach 0.60 in the evening peak hour.

Based on expected traffic growth and project trips, all studied intersections satisfy ODOT's mandated v/c ratio of 0.70 or better without capacity mitigation.

Capacity & Level of Service Summary

	LOS	Delay	v/c
<i>12th Street at Hope Street E</i>			
Existing Conditions	A	10	0.04
Year 2029 Background	A	10	0.04
Year 2029 Background + Site Trips	B	15	0.42
<i>10th Street at Hope Street E</i>			
Existing Conditions	A	9	0.03
Year 2029 Background	A	9	0.03
Year 2029 Background + Site Trips	B	11	0.12
<i>12th Street at Washington Street</i>			
Existing Conditions	C	18	0.42
Year 2029 Background	C	18	0.45
Year 2029 Background + Site Trips	D	25	0.62
<i>10th Street at Washington Street</i>			
Existing Conditions	A	10	0.12
Year 2029 Background	A	10	0.12
Year 2029 Background + Site Trips	A	10	0.12
<i>12th Street at A Street</i>			
Existing Conditions	C	16	0.23
Year 2029 Background	C	16	0.25
Year 2029 Background + Site Trips	D	27	0.60

LOS = Level of service

Delay = Average delay per vehicle in seconds

v/c = Volume-to-capacity ratio

IDENTIFIED MITIGATIONS & INFRASTRUCTURE

All off-site study area intersections will operate with sufficient capacity and at an acceptable v/c ratio to accommodate trips from development on the UGB expansion area through the planning horizon. No off-site intersection mitigations are identified or proposed.

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SAFETY ANALYSIS

CRASH DATA ANALYSIS

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

The intersection of Highway 20 Westbound (Washington Street W) at Highway 26 (Glenn Street) had 12 total reported crashes during the analysis period giving a rate of 1.12 crashes per MEV. Of these, five were turning-type crashes, six involved a failure to yield by car drivers traveling straight in perpendicular directions, and one involved an on-street parking maneuver. Of the five turning-type crashes, four involved drivers who made left turns from Highway 20 WB (Washington Street) onto Highway 26 (Glenn Street). One of the turning-type crashes resulted in an Injury C. Of the six straight-type crashes, two resulted in an Injury C to drivers and passengers. The remaining crashes were property damage only.

-Since the crash rate at this intersection exceeds 1.0 MEV, further investigation was conducted.-A diagram of the collision incidents at this intersection is provided in Figure 6 on page 20. From the collision diagram, the majority of crashes involved a westbound vehicle with a northbound vehicle. The collision pattern indicates a possible sight distance restriction issue on the southeast corner of Highway 20 Westbound at Highway 26, likely caused by on-street parked vehicles.

It is recommended that further investigation be conducted at this location at the time of development to ensure safe operation of the intersection. Based on this analysis, it appears that a significant number of crashes could be avoided with low-cost mitigation such as prohibition of a small amount of on-street parking. If crashes continue to be prevalent at this location, it would be prudent for the City of Vale and/or ODOT to examine this condition prior to development of the property that is the subject of this application.

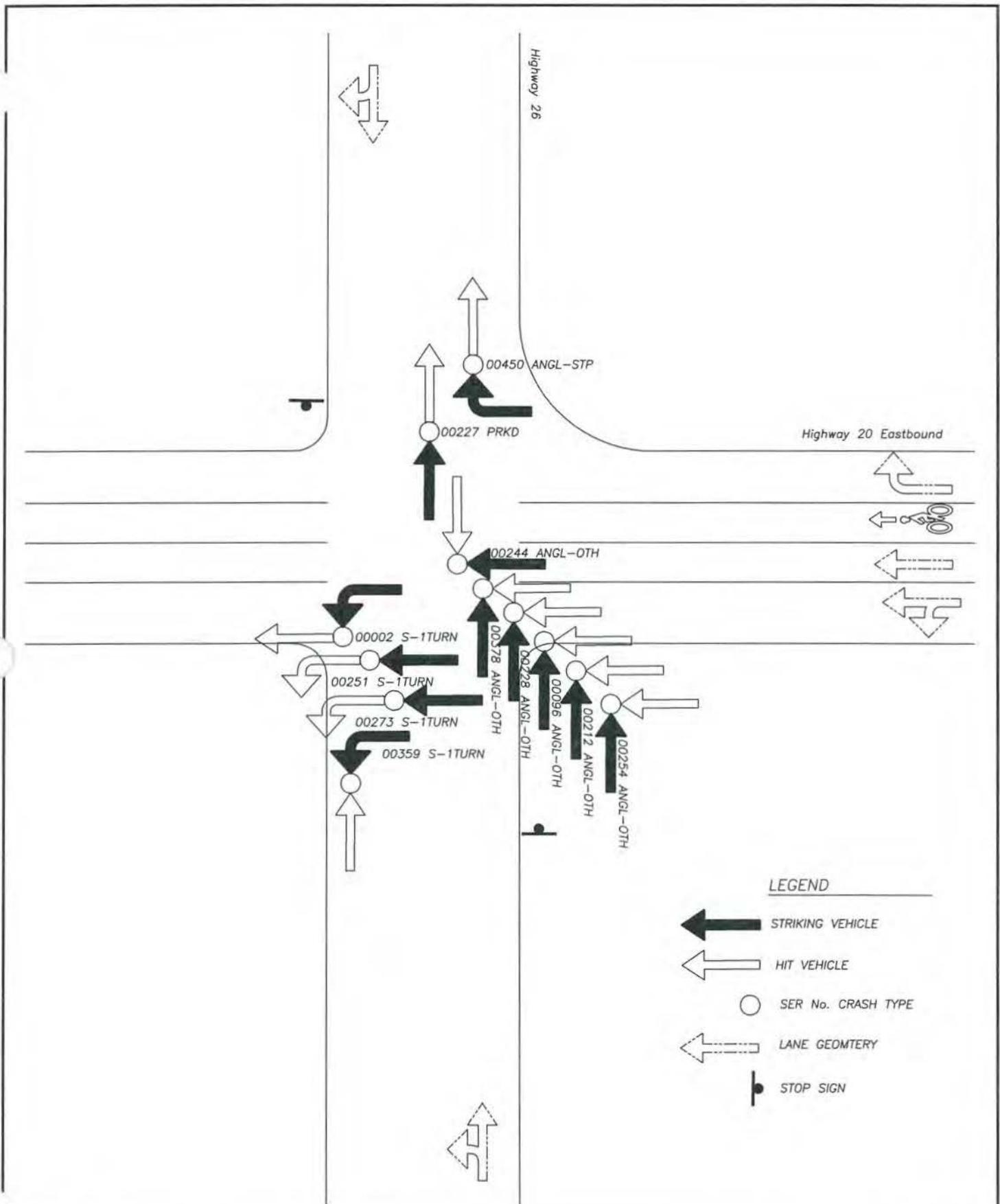
The intersection of Highway 20 Eastbound ("A" Street) at US 26 (Glenn St) had six reported crashes in the last five years, giving a rate of 0.81 crashes per MEV. Of these, four were turning or angle-type crashes and two were rear-end collisions. One of the turning crashes, in which a person driving a car turned left and struck a person on a bicycle who was proceeding straight through the intersection, resulted in an *Injury-C* to the person on the bicycle. The remaining crashes were property damage only.

The intersection of Highway 20 Westbound (Washington Street W) at 10th Street N had 1 reported crash in the previous five years (crash rate of 0.20). The crash was a turning type crash that resulted property damage only.

Both the intersections of Highway 26 at Hope Street E and the intersection of Hope Street E at 10th Street N had no reported crashes in the last five years.

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



COLLISION DIAGRAM
 Highway 20 Westbound at Highway 26
 Reported Collisions (1/01/08 to 12/31/12)



FINDINGS

TRANSPORTATION PLANNING RULE

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

As shown in this Traffic Impact Study, the transportation system is capable of accommodating development under the proposed UGB expansion and annexation. The study intersection is projected to operate acceptably through the year 2029, either with or without the addition of site trips from the proposed development. No operational or capacity mitigations are necessary or recommended.

Given the adequate available roadway capacity and forecasted favorable operation of the study area intersections, the proposed UGB expansion and annexation will not significantly affect the surrounding roadway system as defined in the Transportation Planning Rule (TPR). The TPR is satisfied.

Based on the detailed analysis, no specific capacity mitigations are recommended in conjunction with the proposed development. In addition, no amendments to the City of Vale Transportation System Plan are necessary or proposed.

1e

APPENDIX

LEVEL OF SERVICE

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

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

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

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

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

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

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

2e

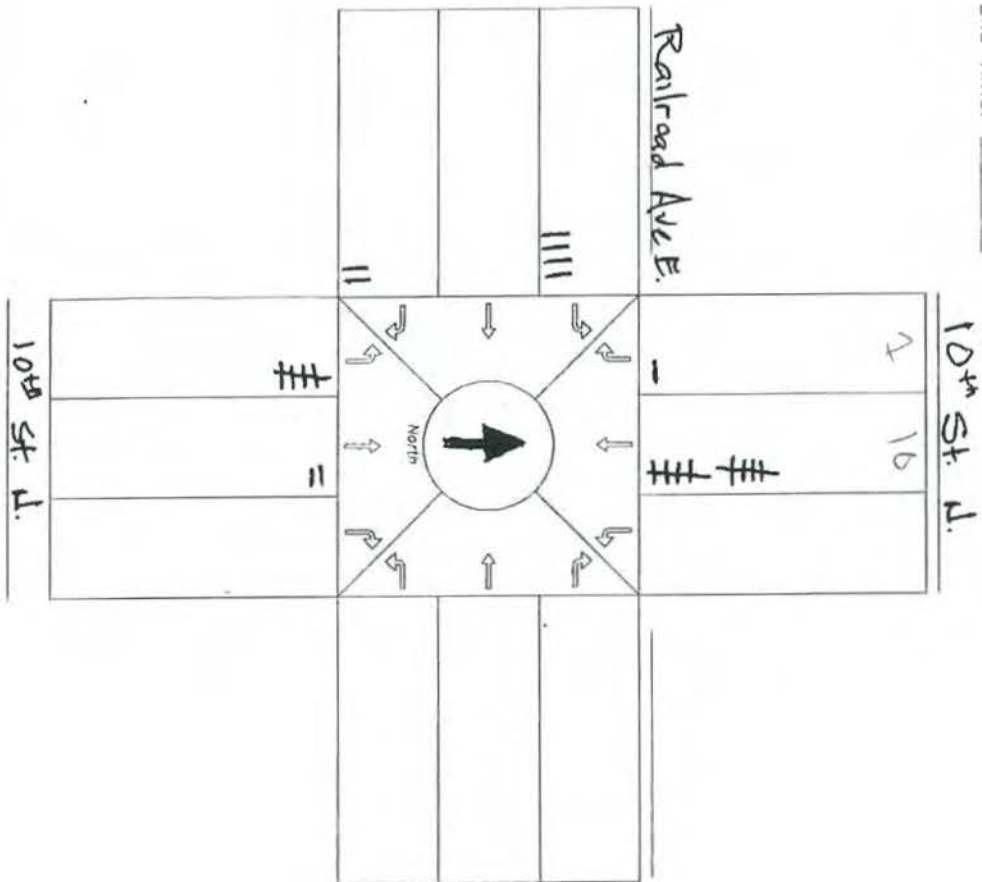
*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

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

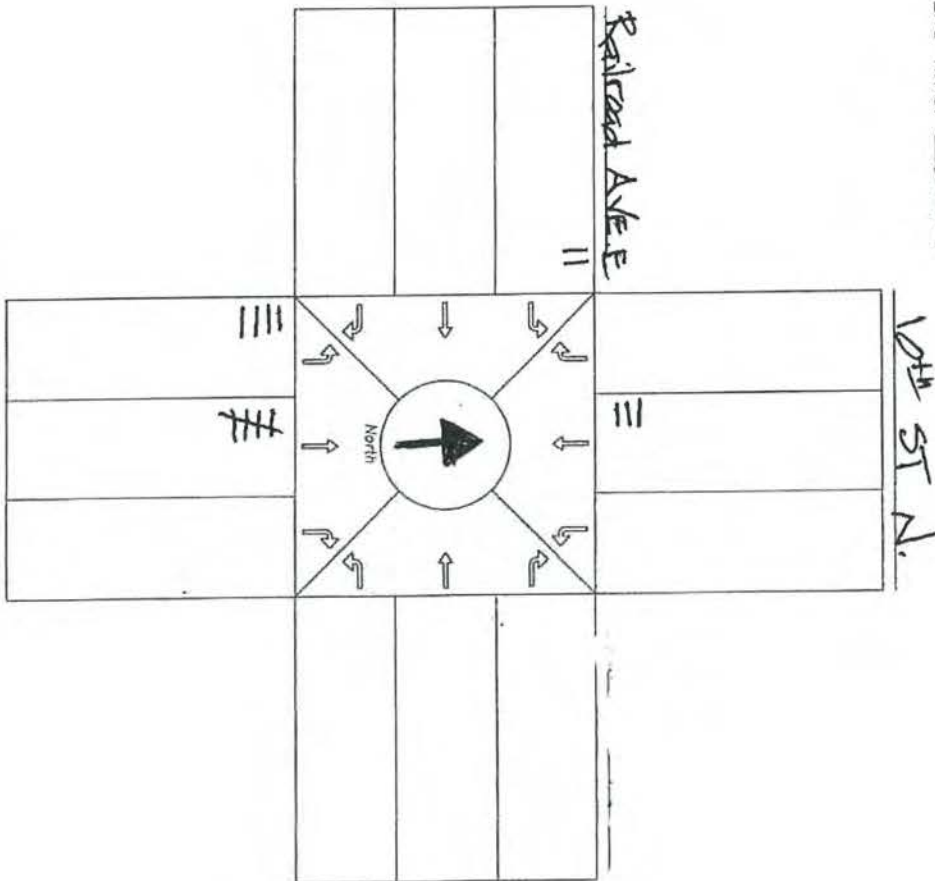
*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

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

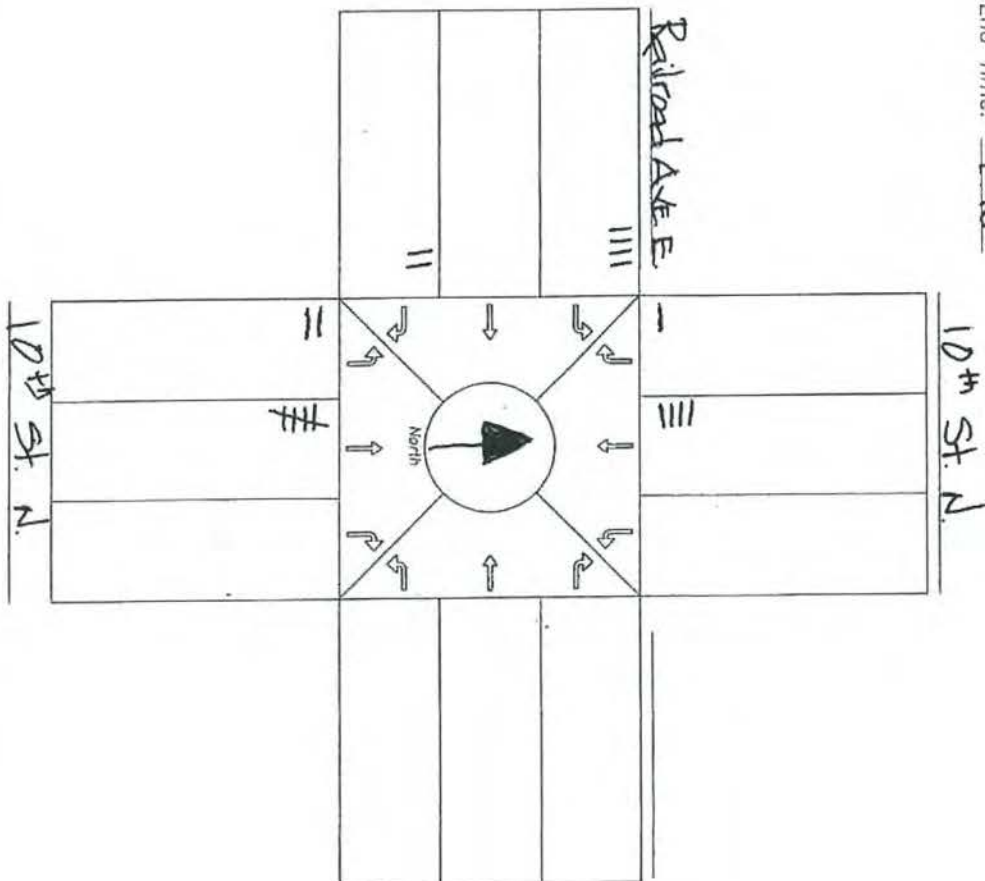
Intersection Name: Railroad Ave. E at 10th St. N
 Date: 2-11-2014
 Start Time: 4:00
 End Time: 4:15



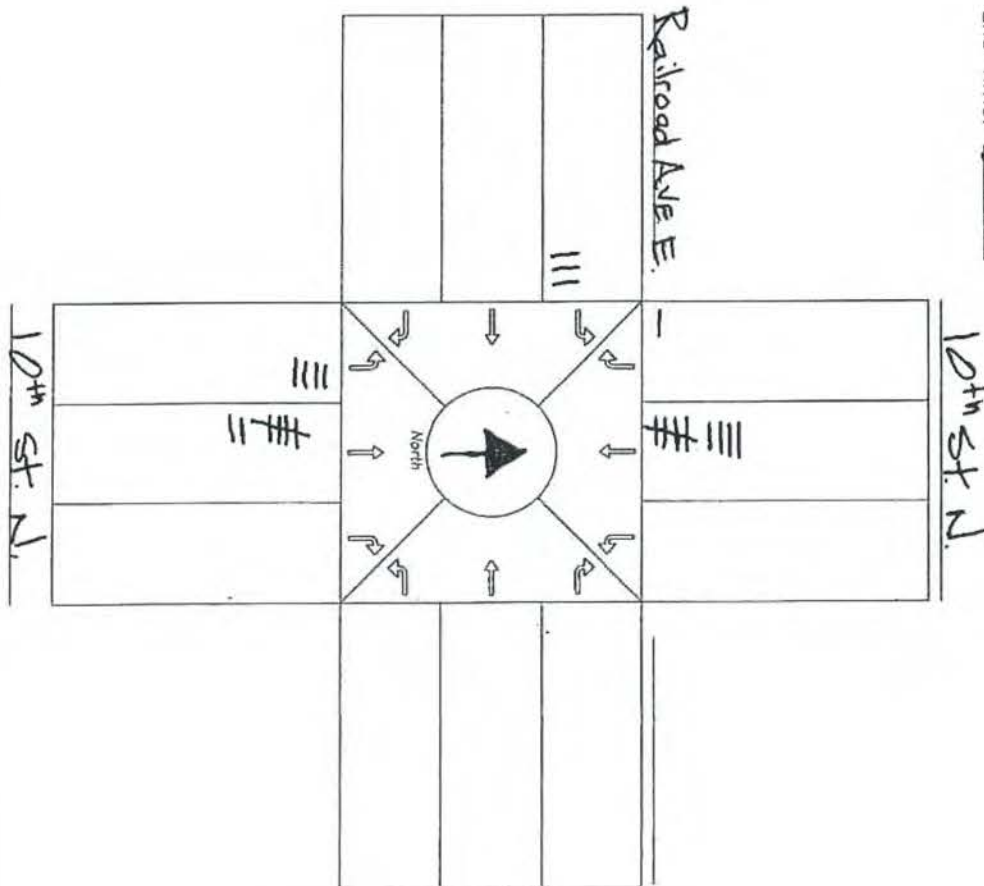
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 Date: 2-11-2014
 Start Time: 4:15
 End Time: 4:30



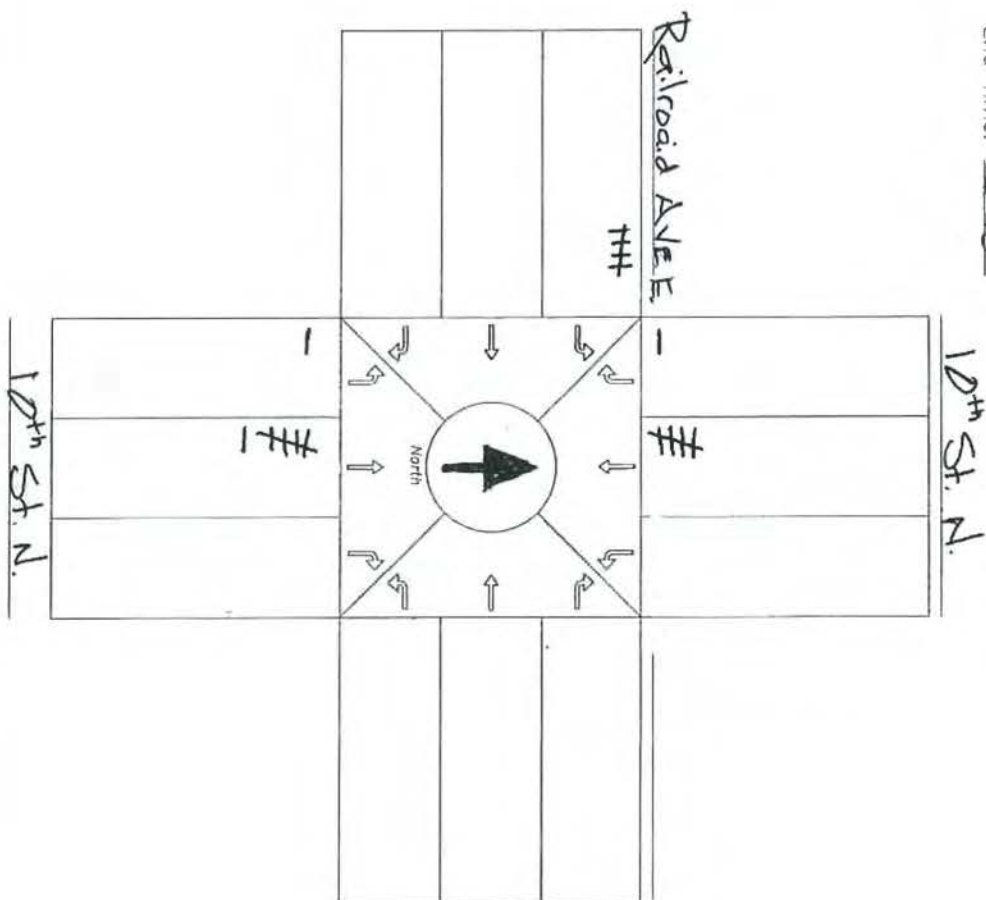
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 End Time: 4:45



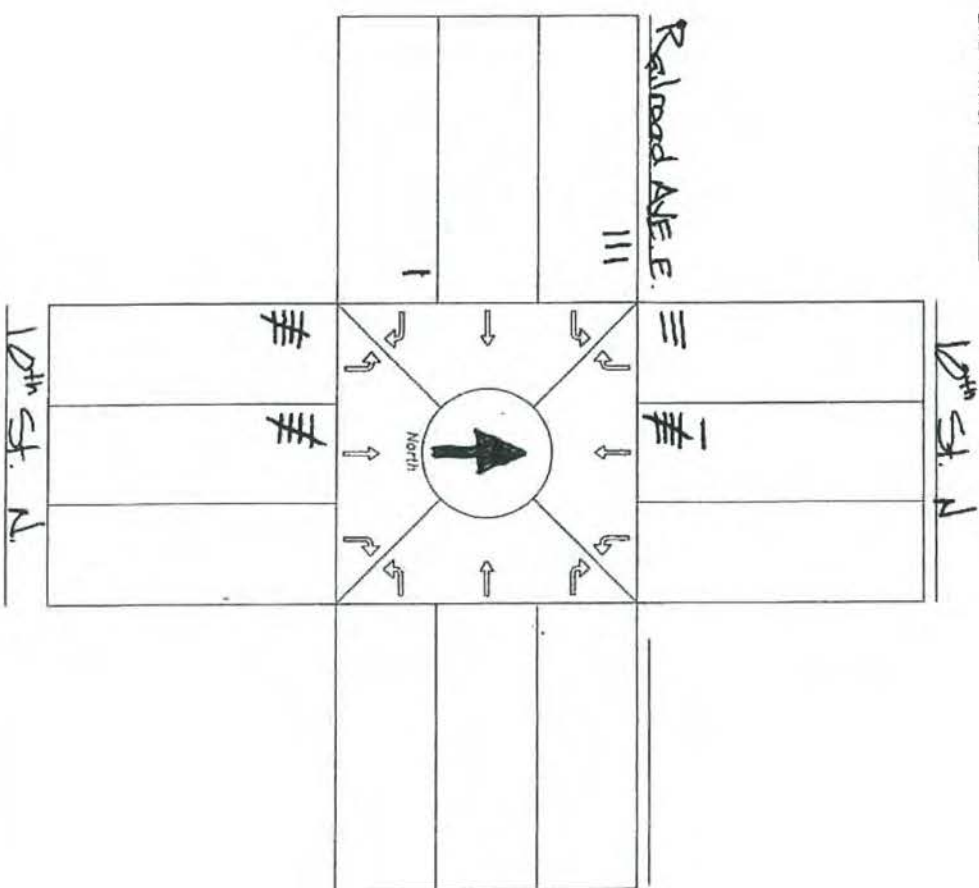
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 Date: 2-11-2014
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 End Time: 5:00



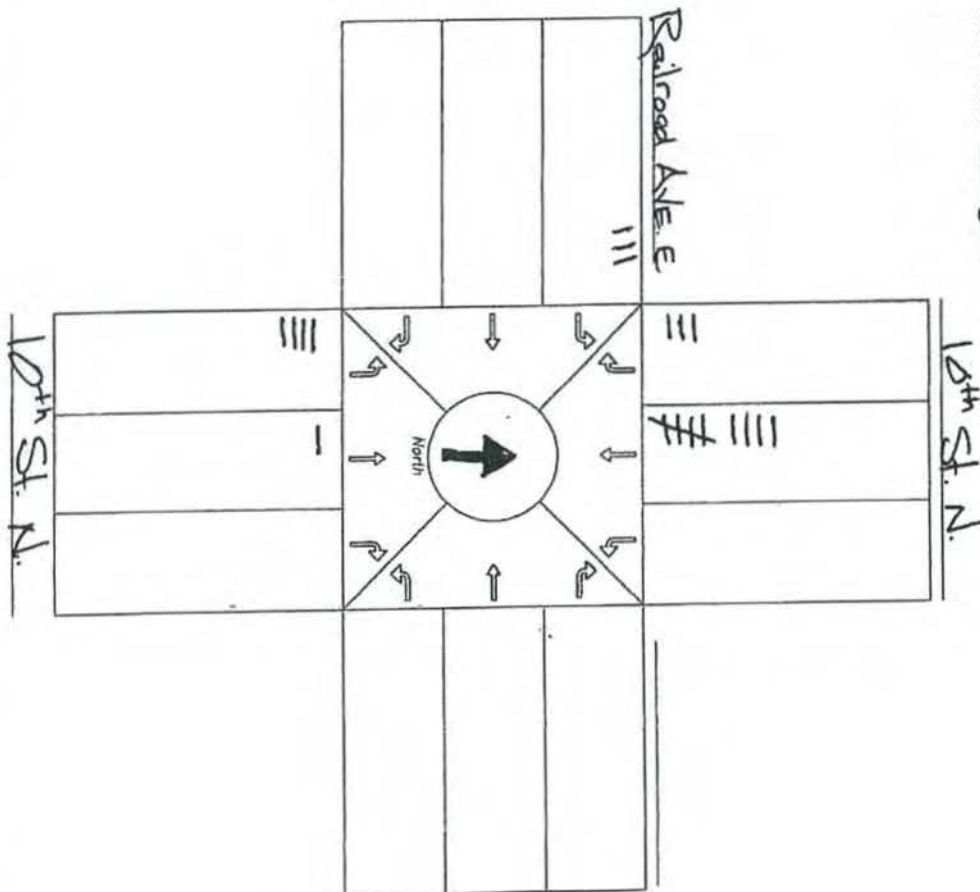
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 Date: 2-11-2014
 Start Time: 5:00
 End Time: 5:15



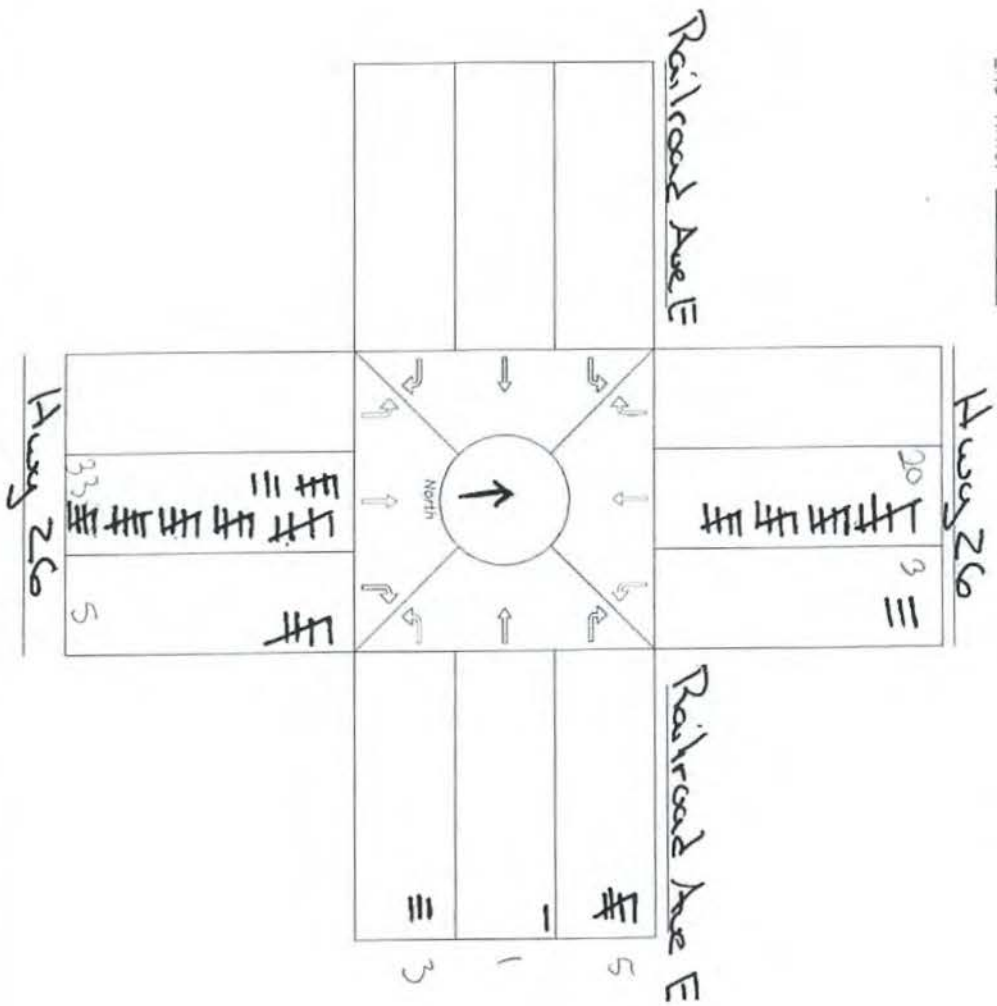
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 Date: 2-11-2014
 Start Time: 5:15
 End Time: 5:30



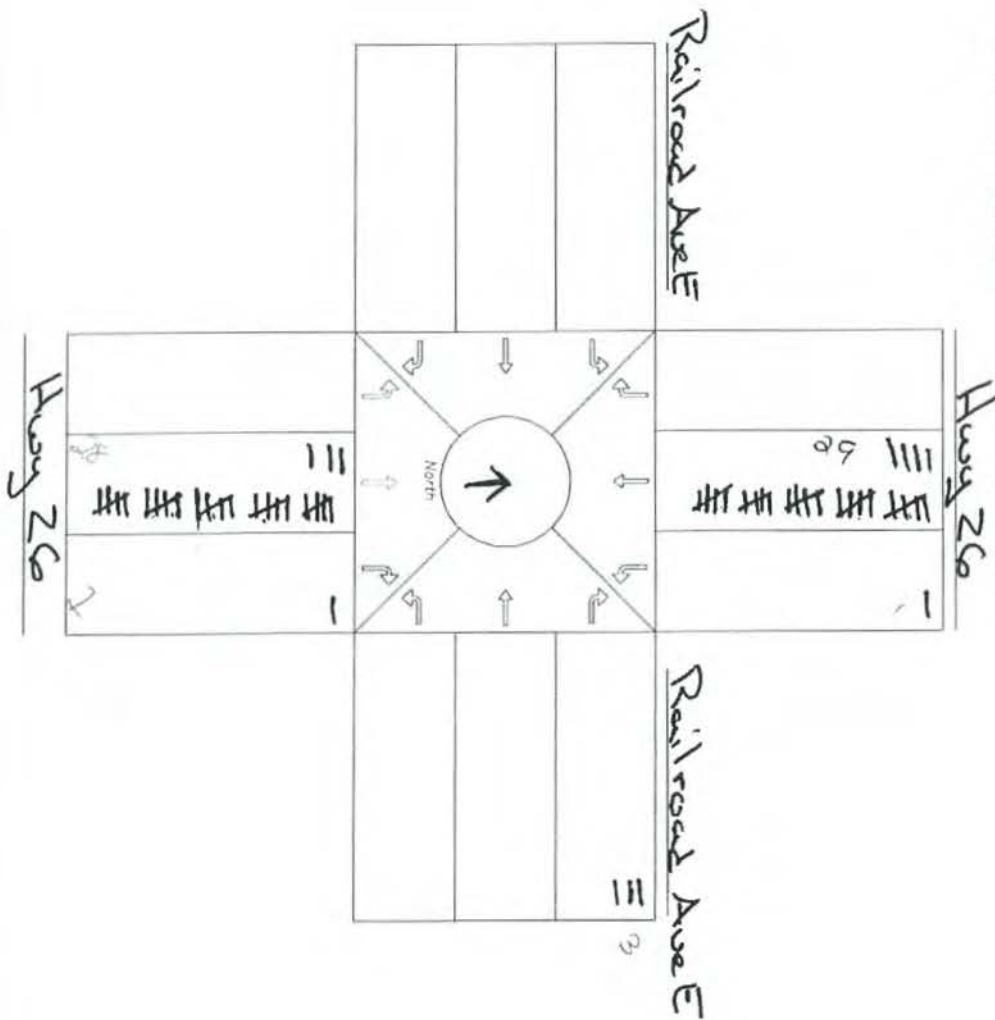
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 Date: 2-11-2014
 Start Time: 5:30
 End Time: 5:45



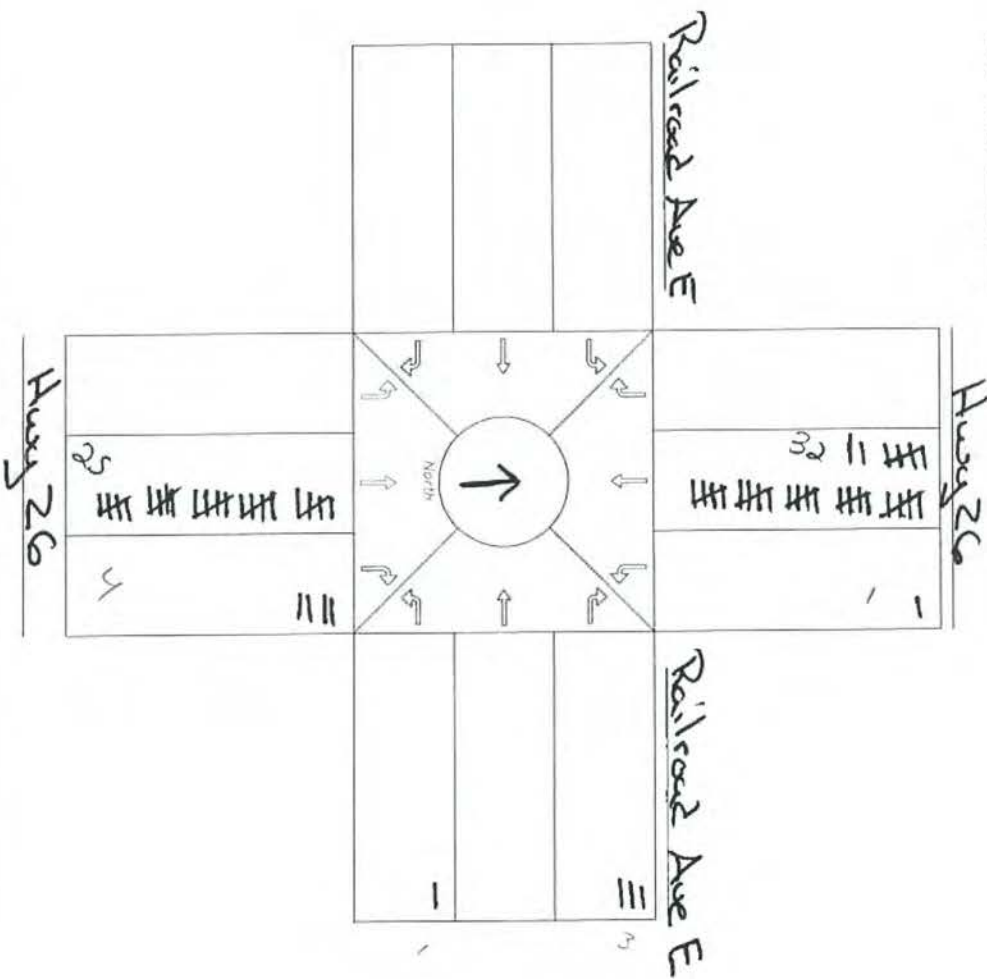
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 Date: 2-11-2014
 Start Time: 7:00
 End Time: 7:15



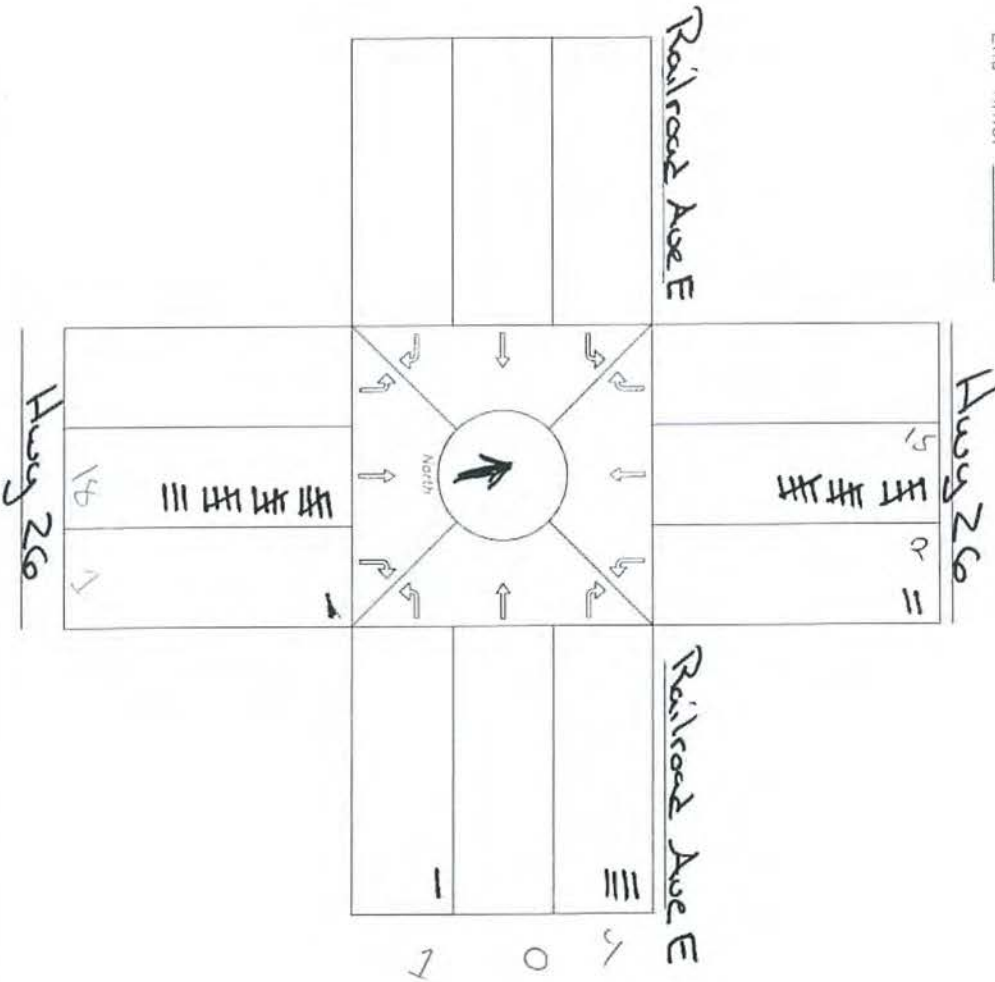
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 End Time: 4:30



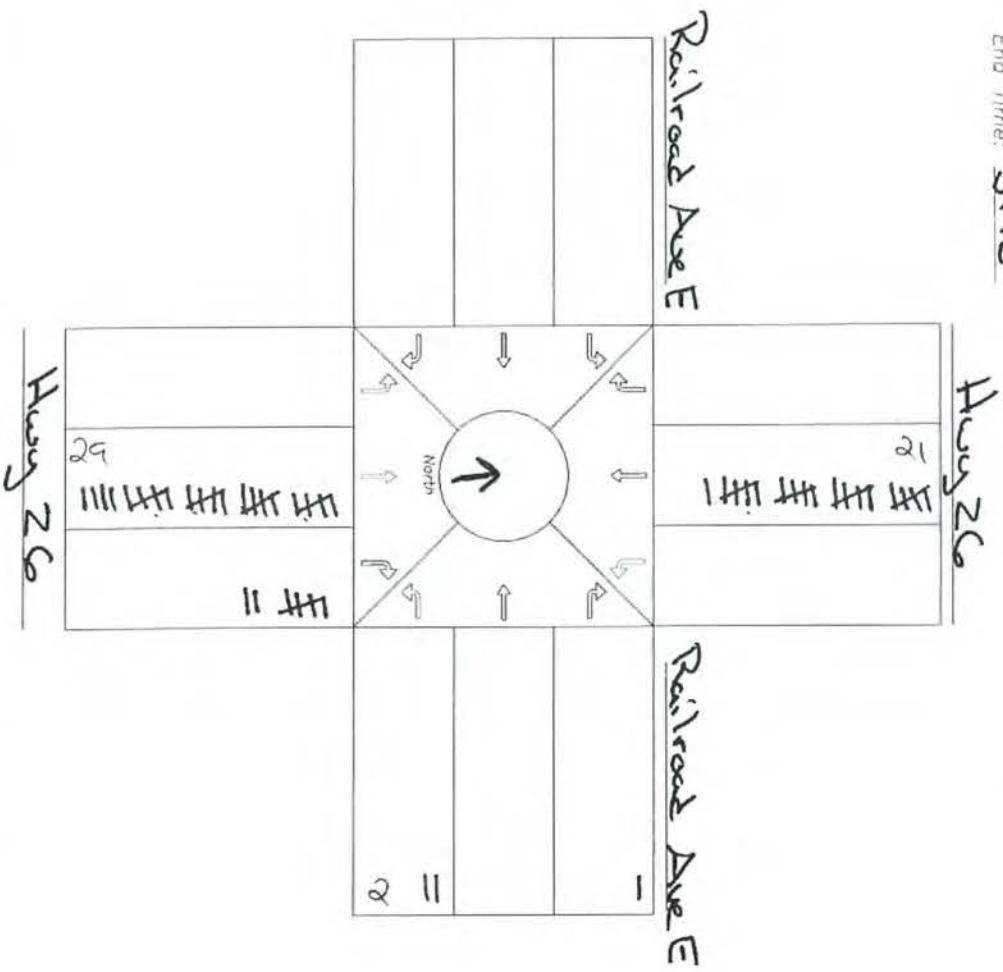
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 Date: 2-11-2014
 Start Time: 4:30
 End Time: 4:45



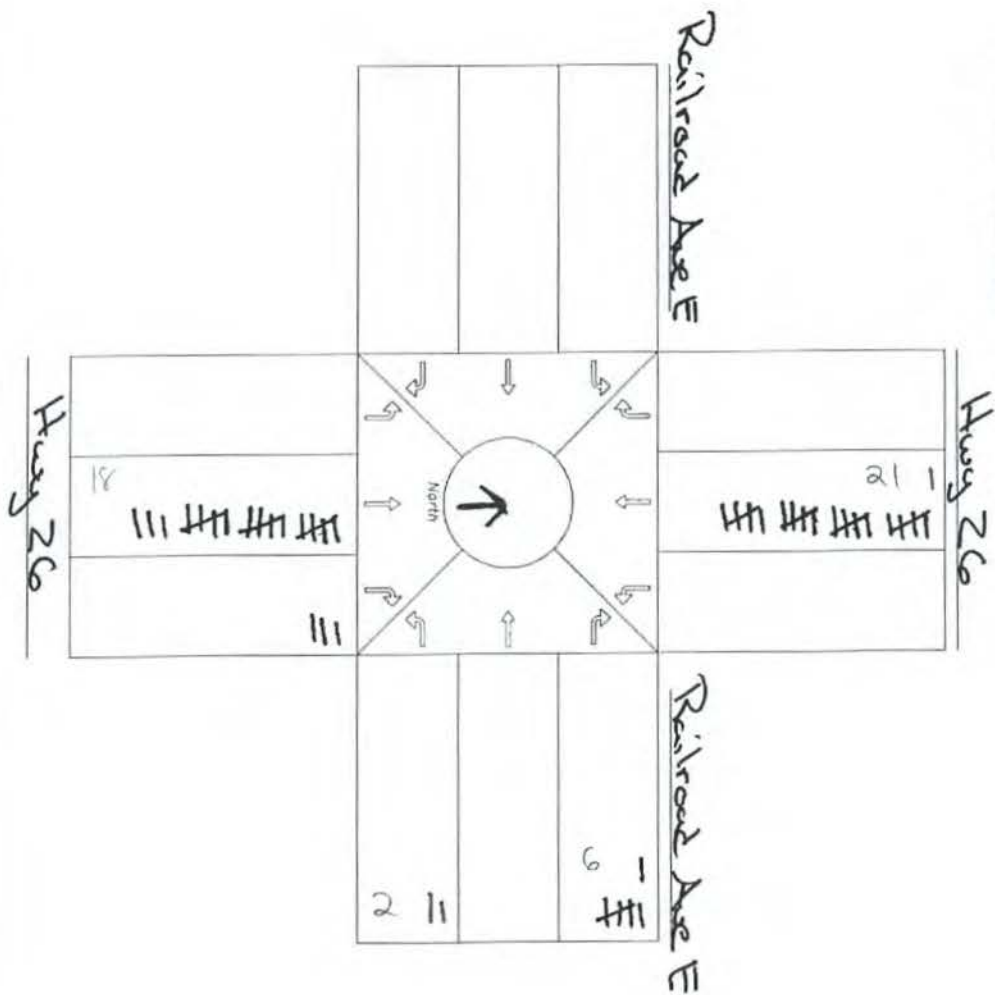
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 End Time: 5:00



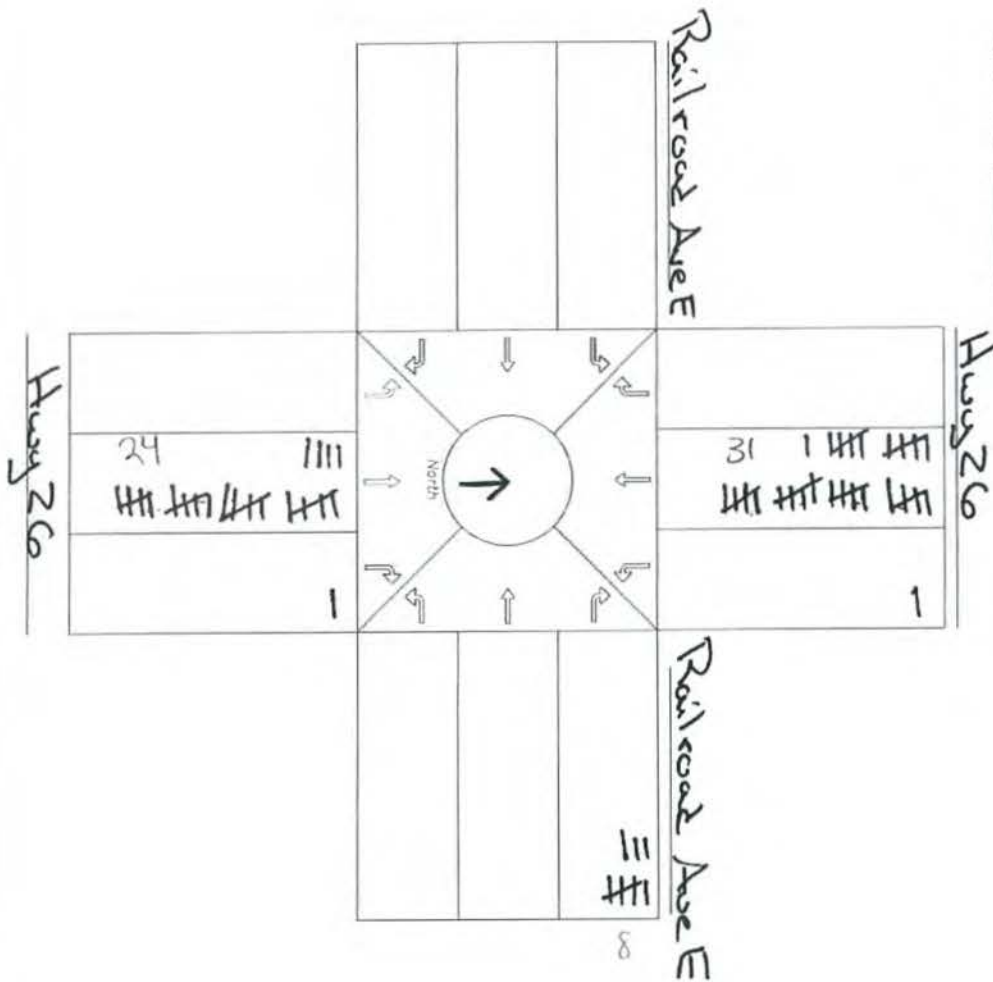
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 End Time: 5:15



Intersection Name: Railroad Ave E at Hwy 26
 Date: 2-11-2014
 Start Time: 5:15
 End Time: 5:30

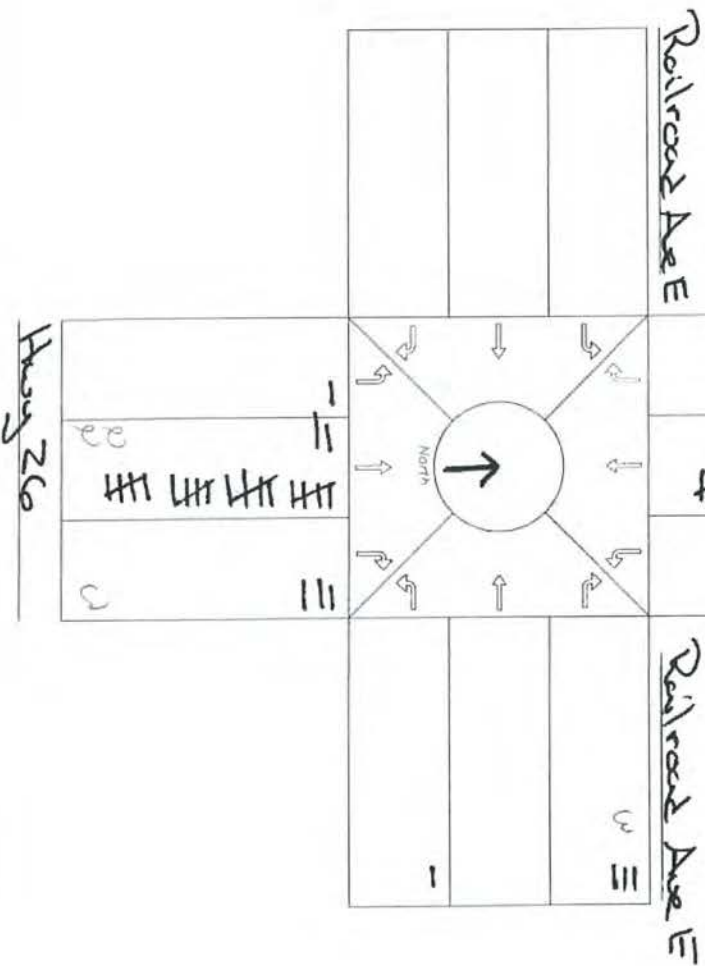


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 Start Time: 5:30
 End Time: 5:45



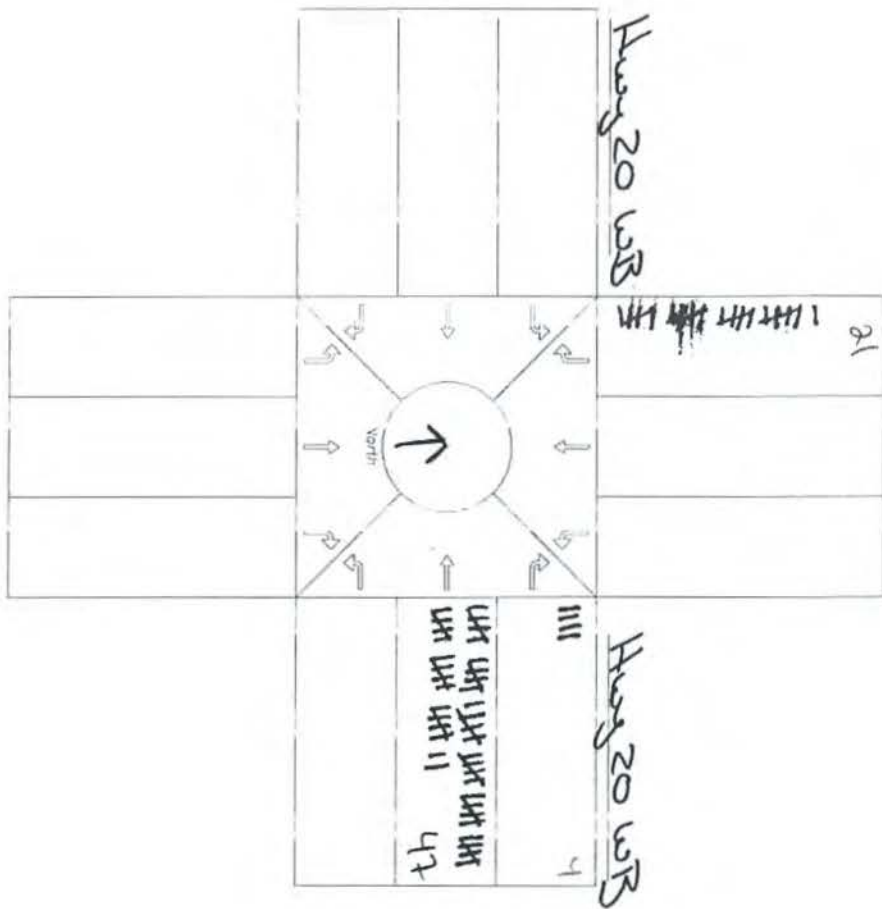
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 Date: 2-11-2014
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 End Time: 6:00

Hwy 26 (John Day Hwy)

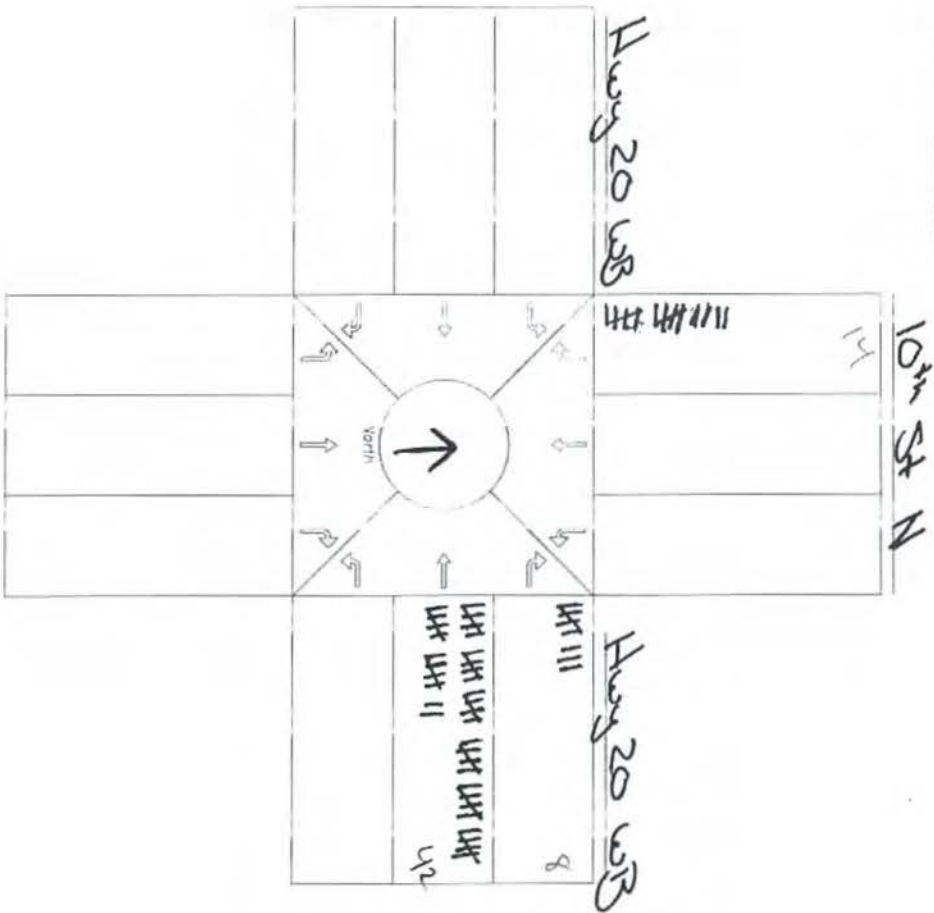


Intersection Name: Hay 20 WB at 15th St N
 Date: 2-13-2014
 Start Time: 4:00
 End Time: 4:15

15th St N



Intersection Name: Hay 20 WB at 10th St N
 Date: 2-13-2014
 Start Time: 4:15
 End Time: 4:30



Intersection Name: Water 2-13-2
Start Time: 4:35
End Time: 4:4

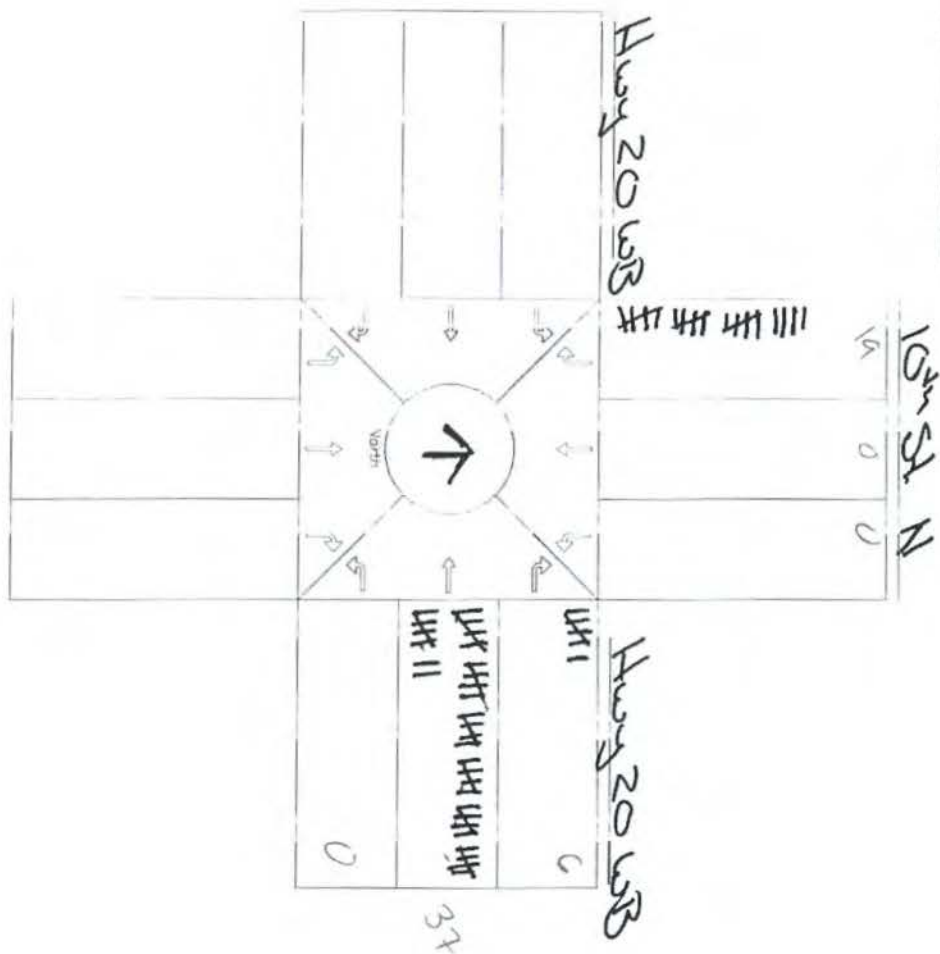
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10. 5. 7.

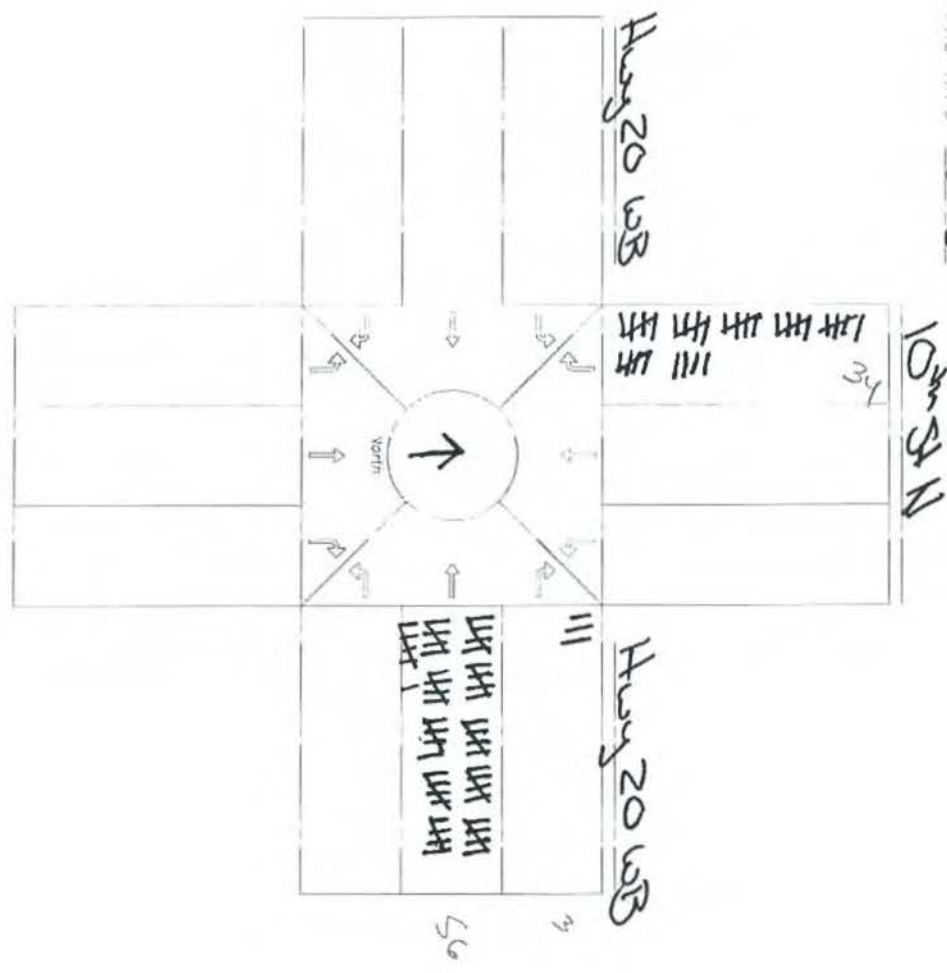


Feb 20 3/3

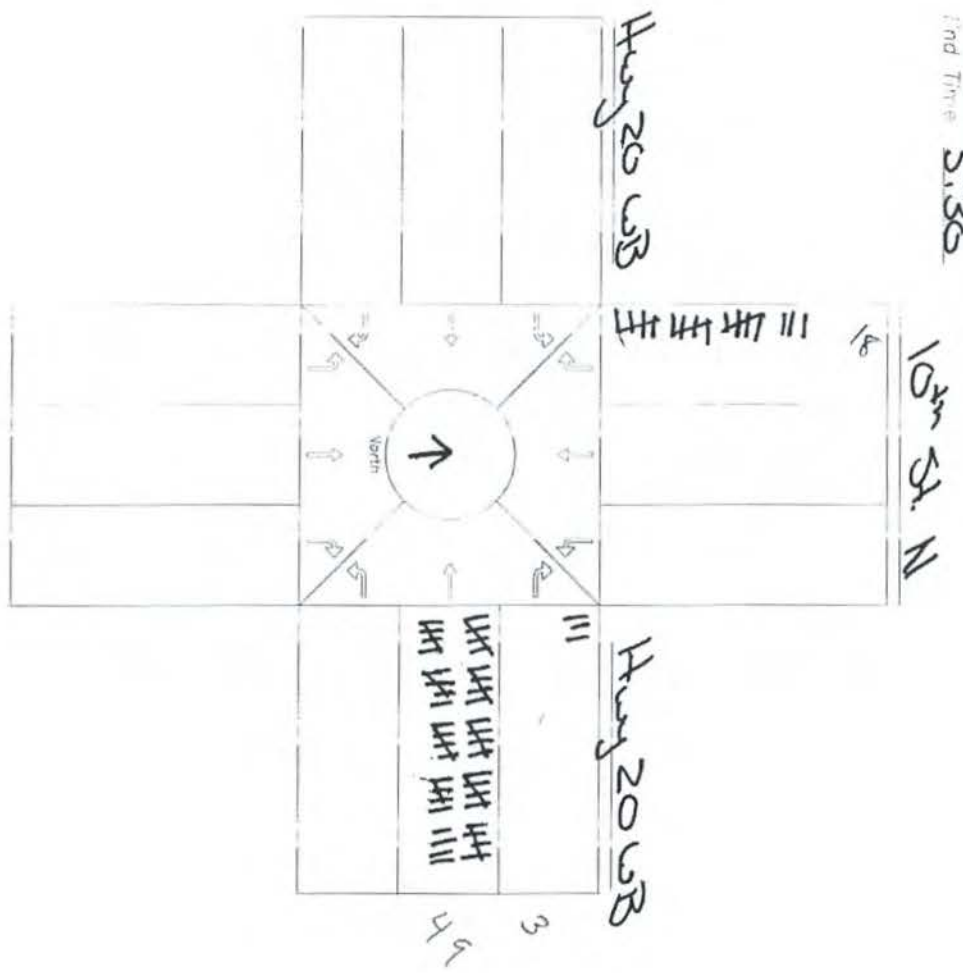
Intersection Name: Hwy 20 WB at 10th St. N.
 Date: 2-13-2014
 Start Time: 4:45
 End Time: 5:20



Intersection North
 Date: 2-13-2014
 Start Time: 5:00
 End Time: 5:15
10th St N



Intersection Name: Aug 20 WB at 10th St. N.
 Date: 2-13-2014
 Start Time: 5:15
 End Time: 5:30



Station: 100 ft. N. of 10th St. N.
 Date: 2-13-2014
 Port Time: 5:30
 End Time: 5:45

10th St. N.

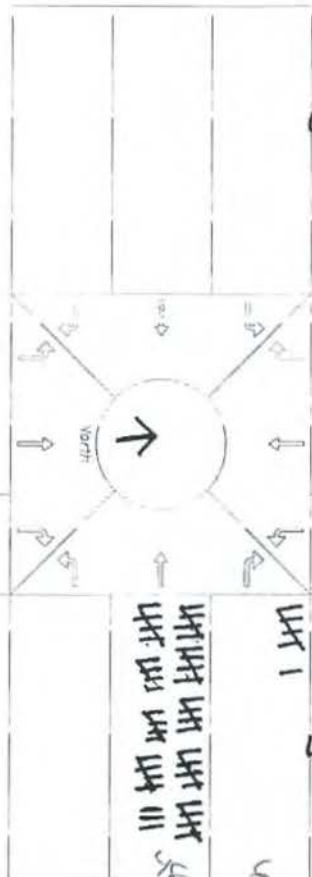
Aug 20 03

|||||

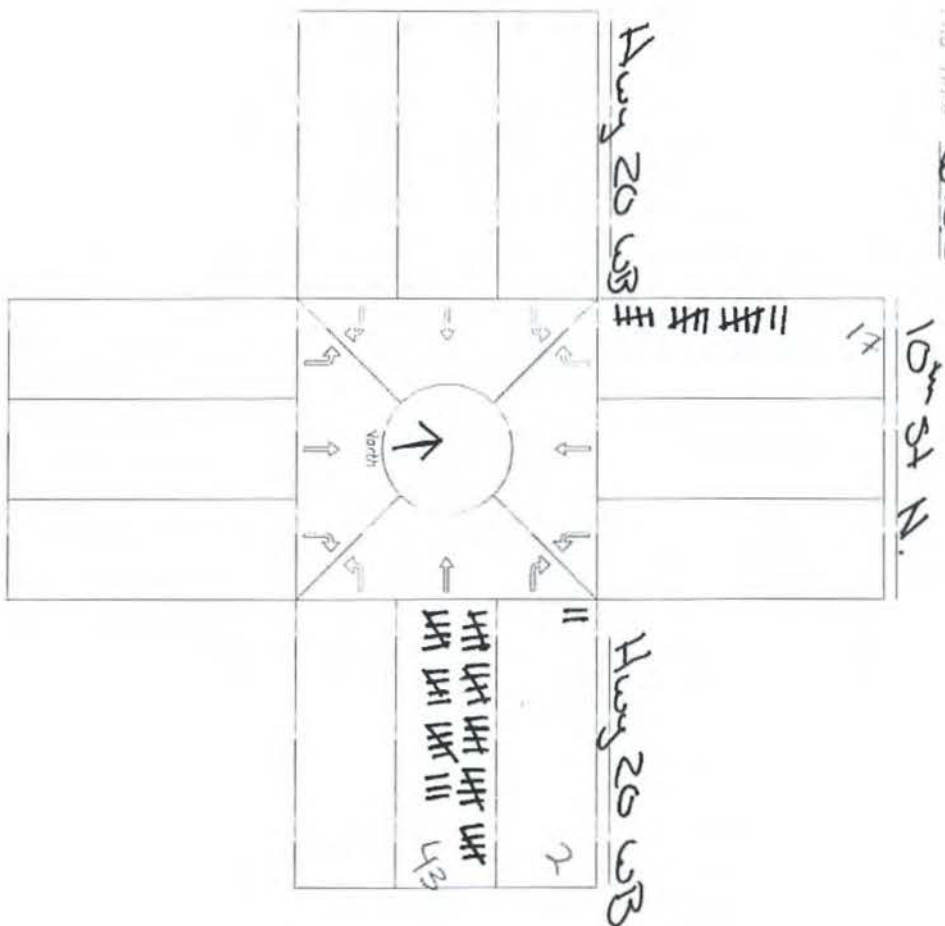
Aug 20 03

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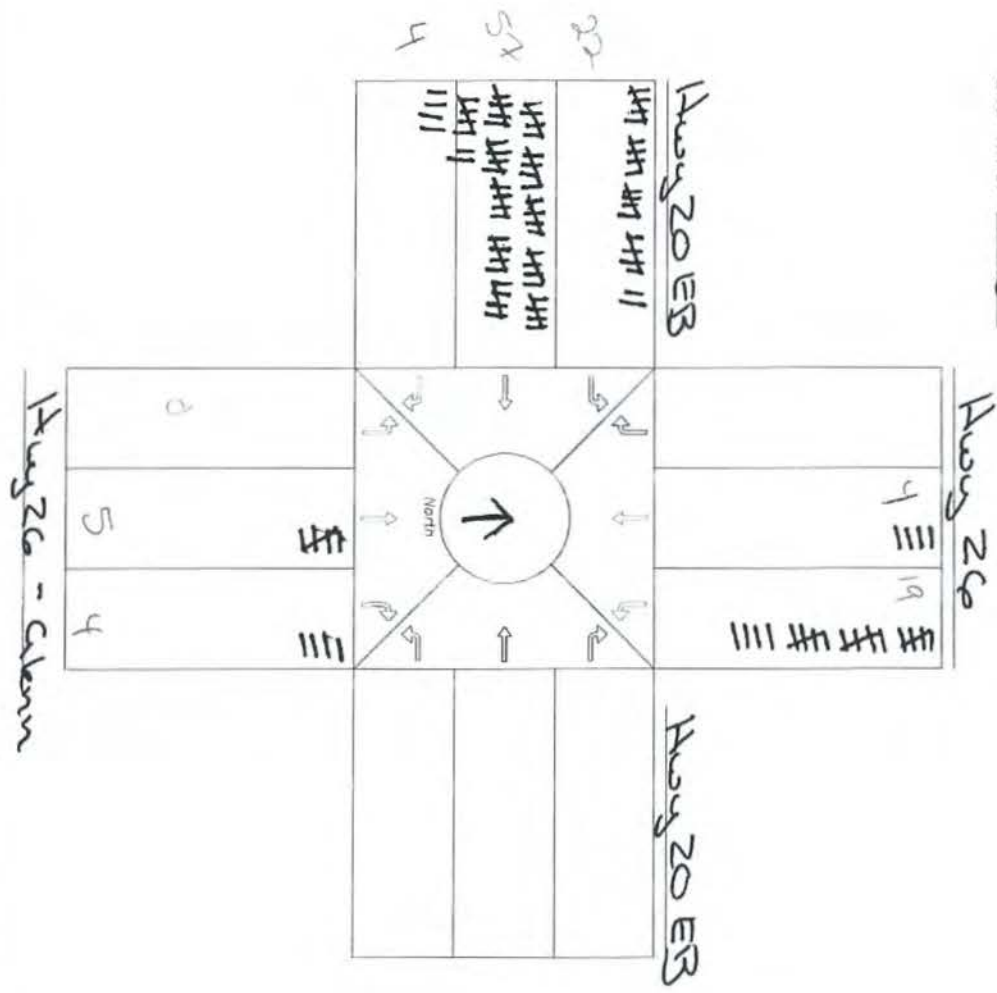
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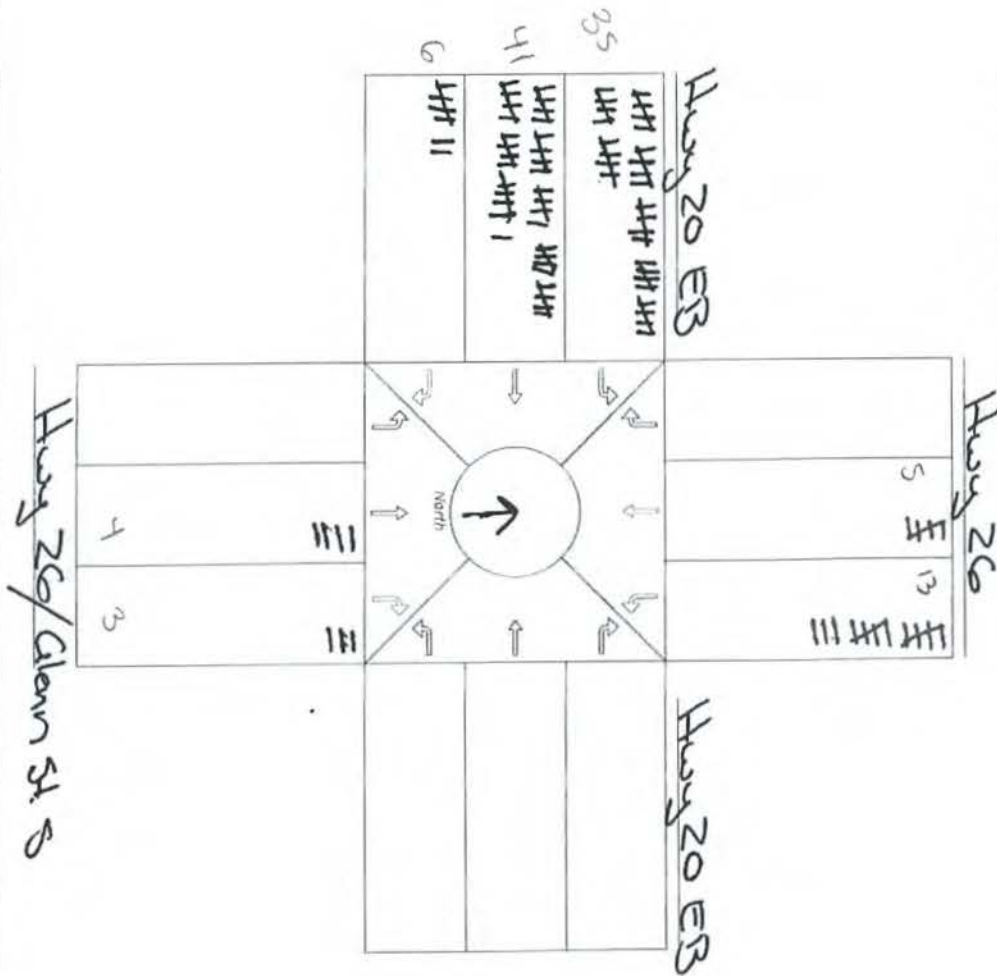
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 Date: 2-13-2014
 Start Time: 5:45
 End Time: 6:00



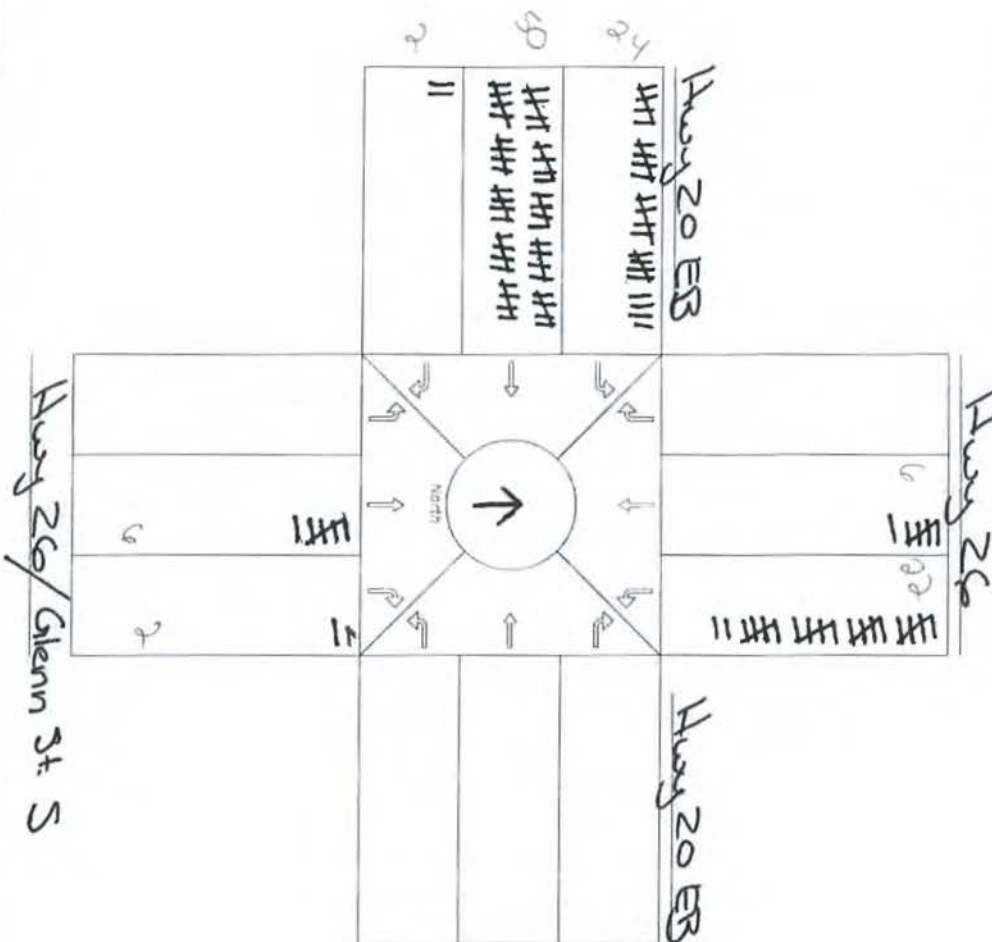
Intersection Name: Highway 20 EB (A2A) at Highway 26
 Date: 2-12-2014
 Start Time: 4:00
 End Time: 4:15



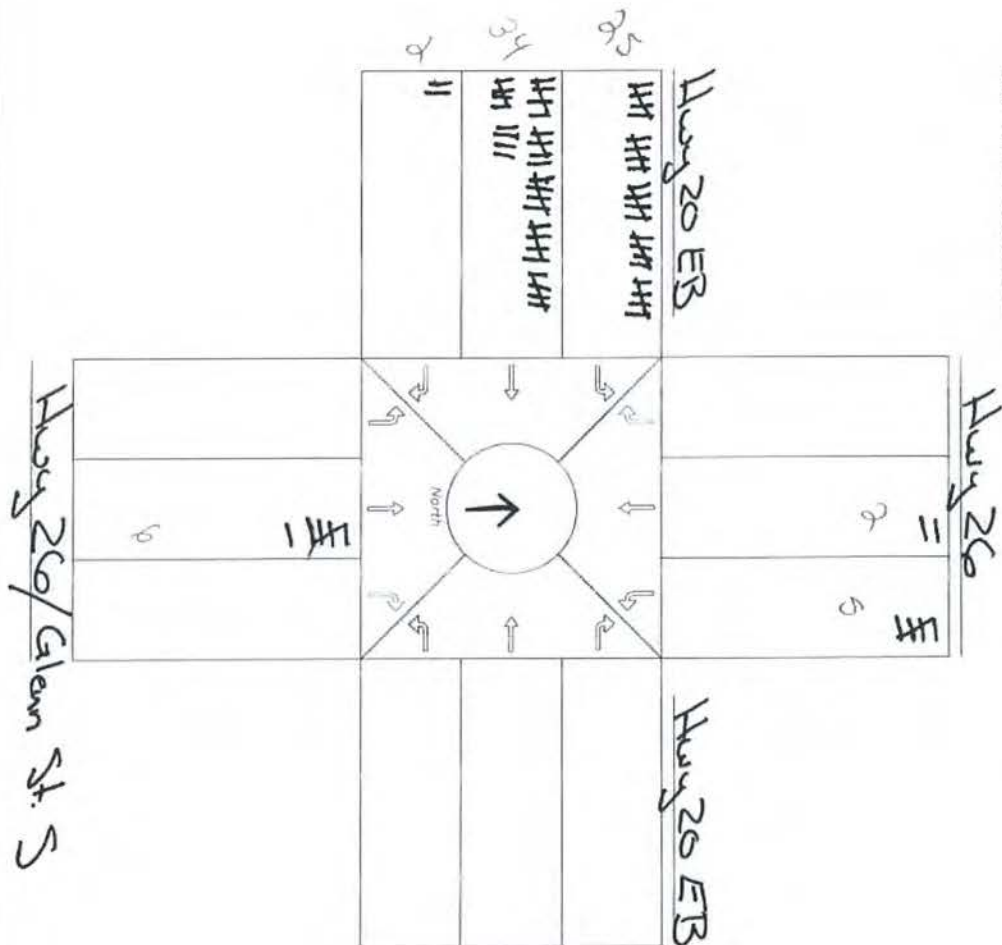
Intersection Name: Highway 20 EB at Highway 26
 Date: 2-12-2014
 Start Time: 4:15
 End Time: 4:30



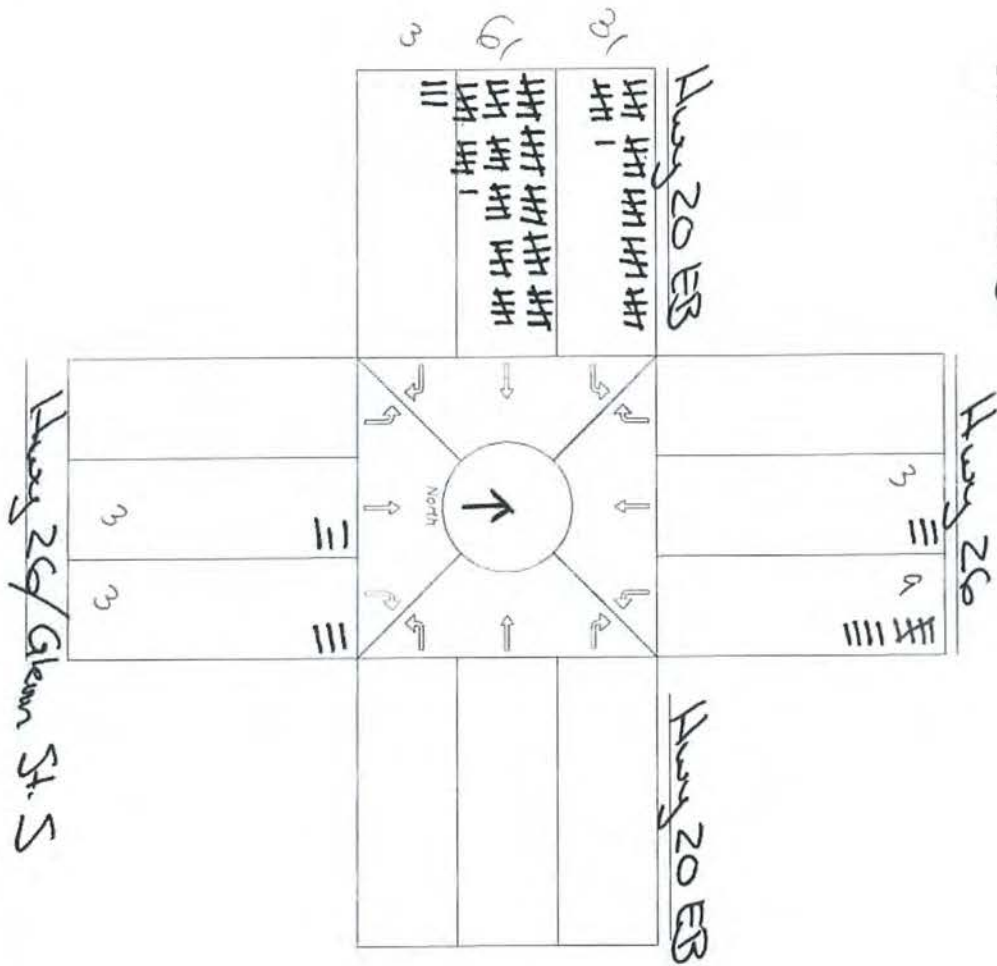
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 Date: 2-12-14
 Start Time: 4:30
 End Time: 4:45



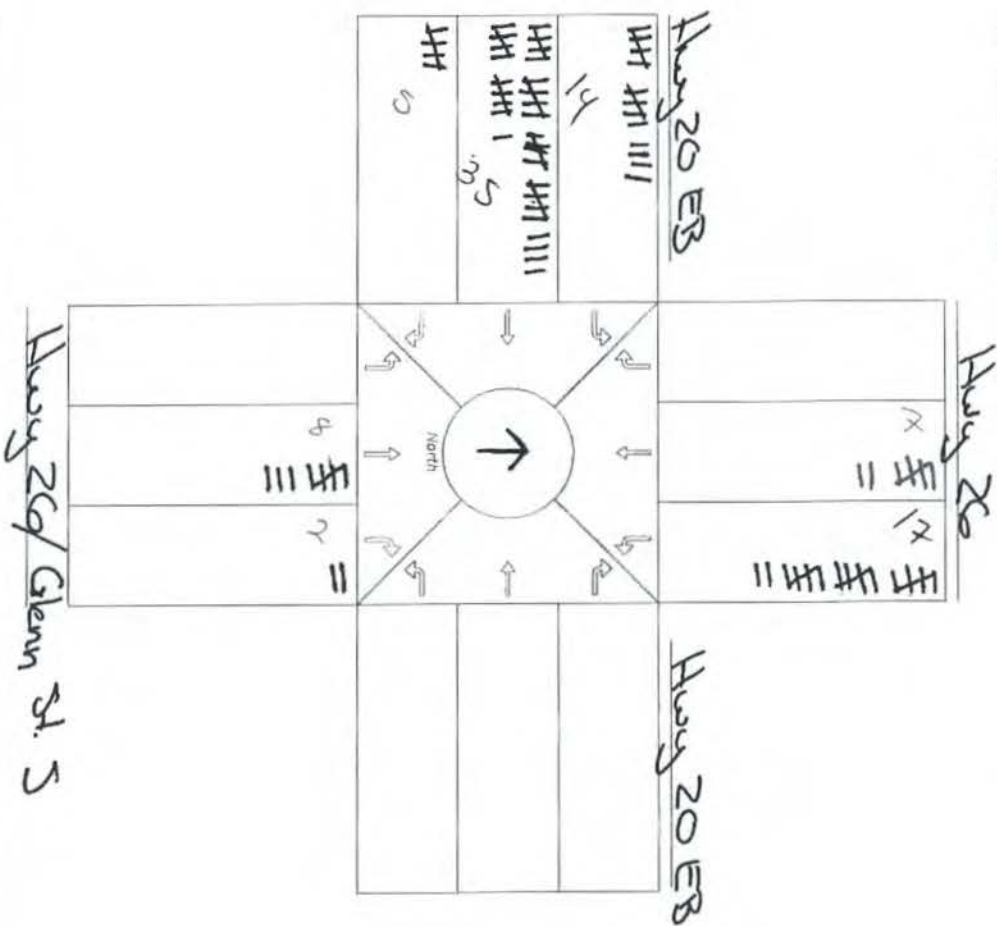
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 Date: 2-12-2014
 Start Time: 4:45
 End Time: 5:00



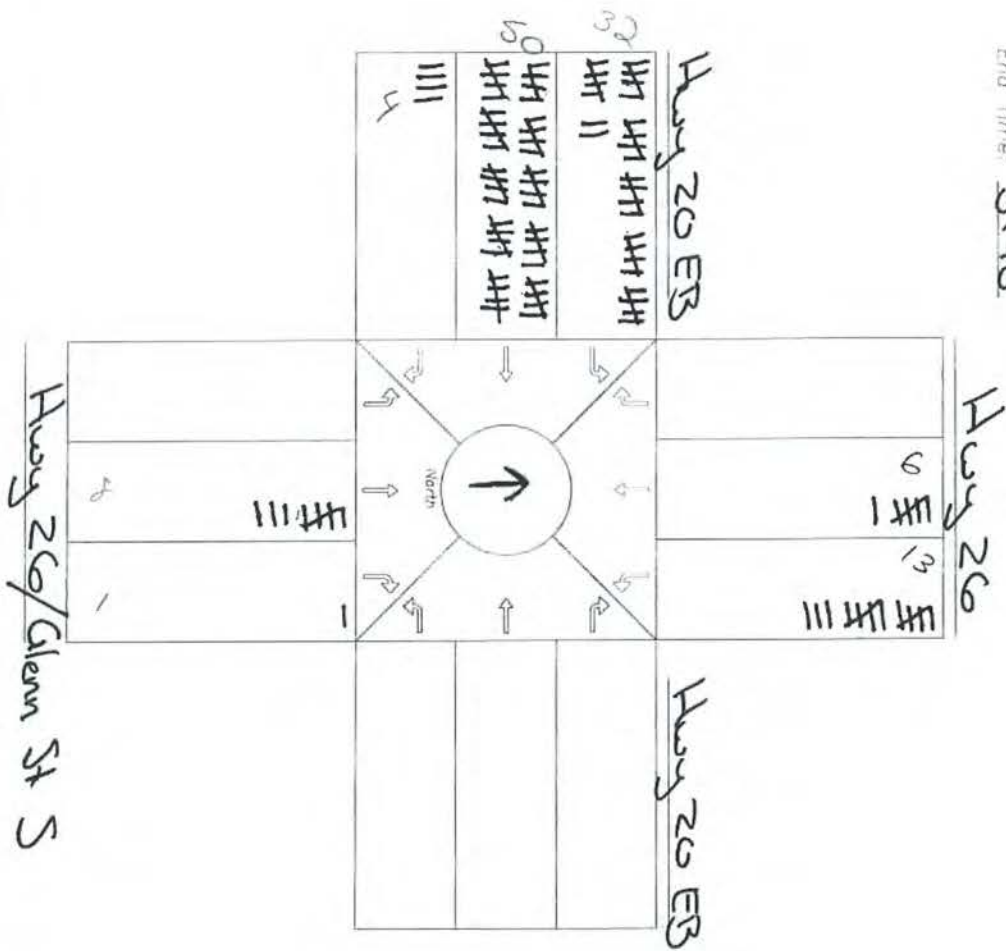
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 Date: 2-12-2014
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 End Time: 5:15



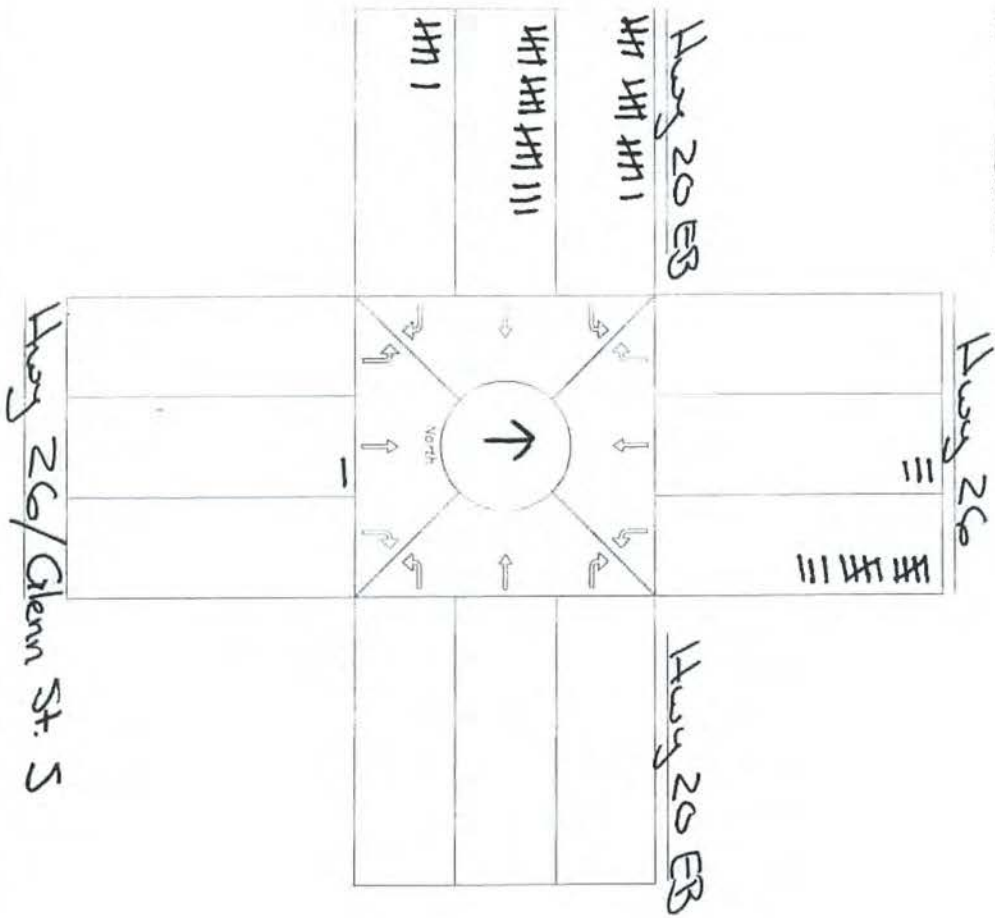
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 Start Time: 5:15
 End Time: 5:30



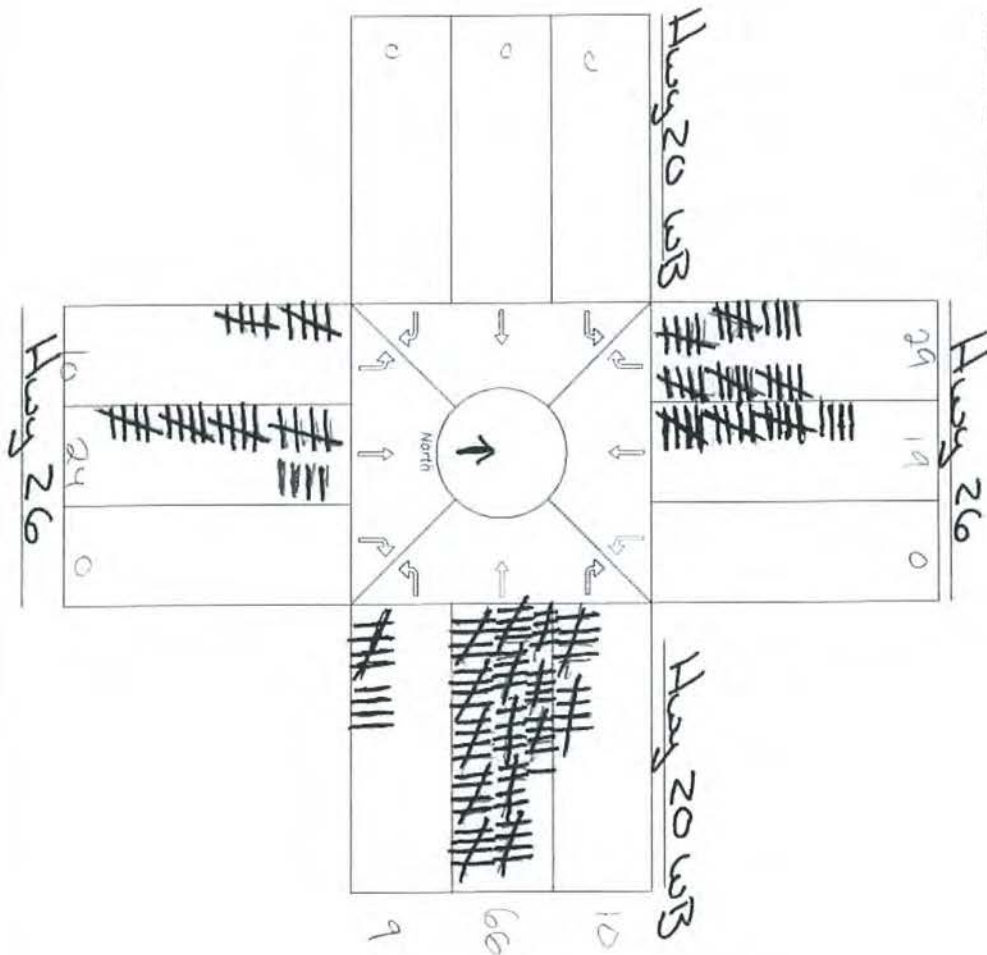
Intersection Name: Hwy 20 EB at Hwy 26
 Date: 2-12-2014
 Start Time: 5:30
 End Time: 5:45



Intersecting Name: Hwy 20 EB at Hwy 26
 Date: 2-12-2014
 Start Time: 5:45
 End Time: 6:00



Intersection Name: Hwy 20 WB at Hwy 26
 Date: 2-12-14
 Start Time: 4:00
 End Time: 4:15

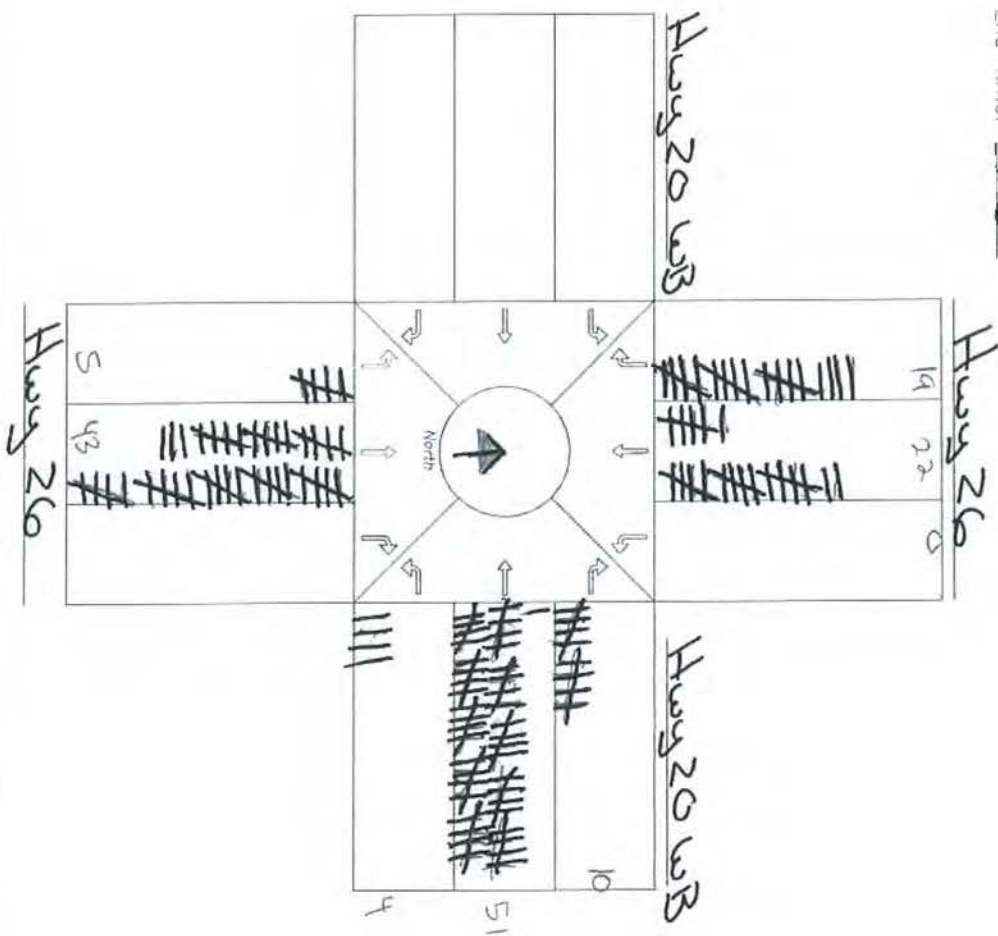


Intersection Name: Hwy 20 WB at Hwy 26

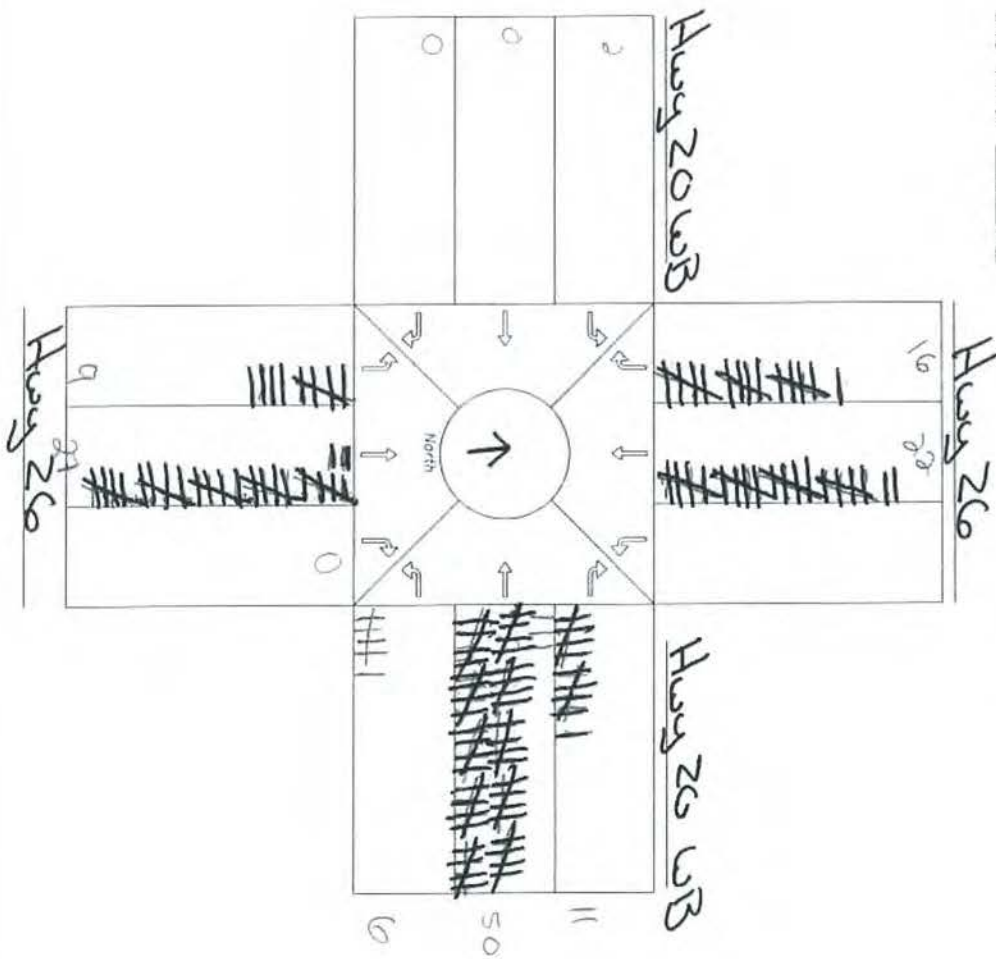
Date: 2-12-14

Start Time: 4:15

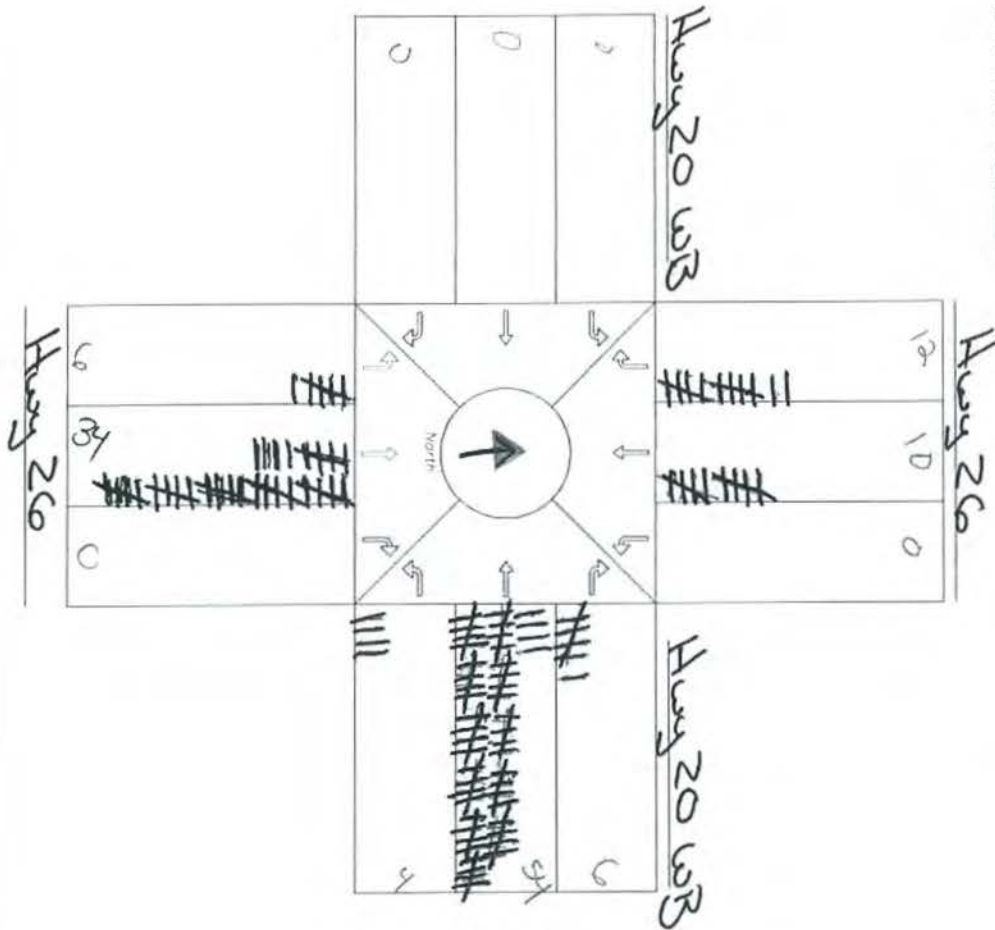
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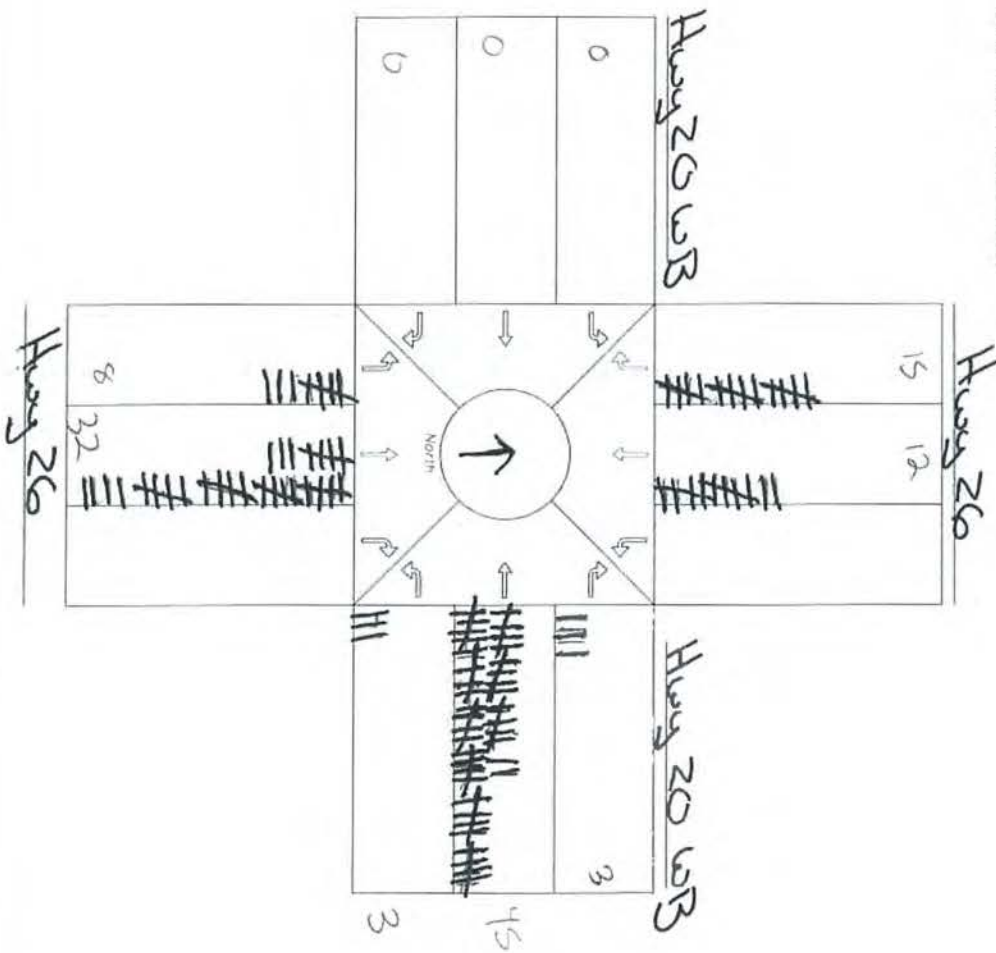
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 Date: 2-12-14
 Start Time: 4:35
 End Time: 4:45



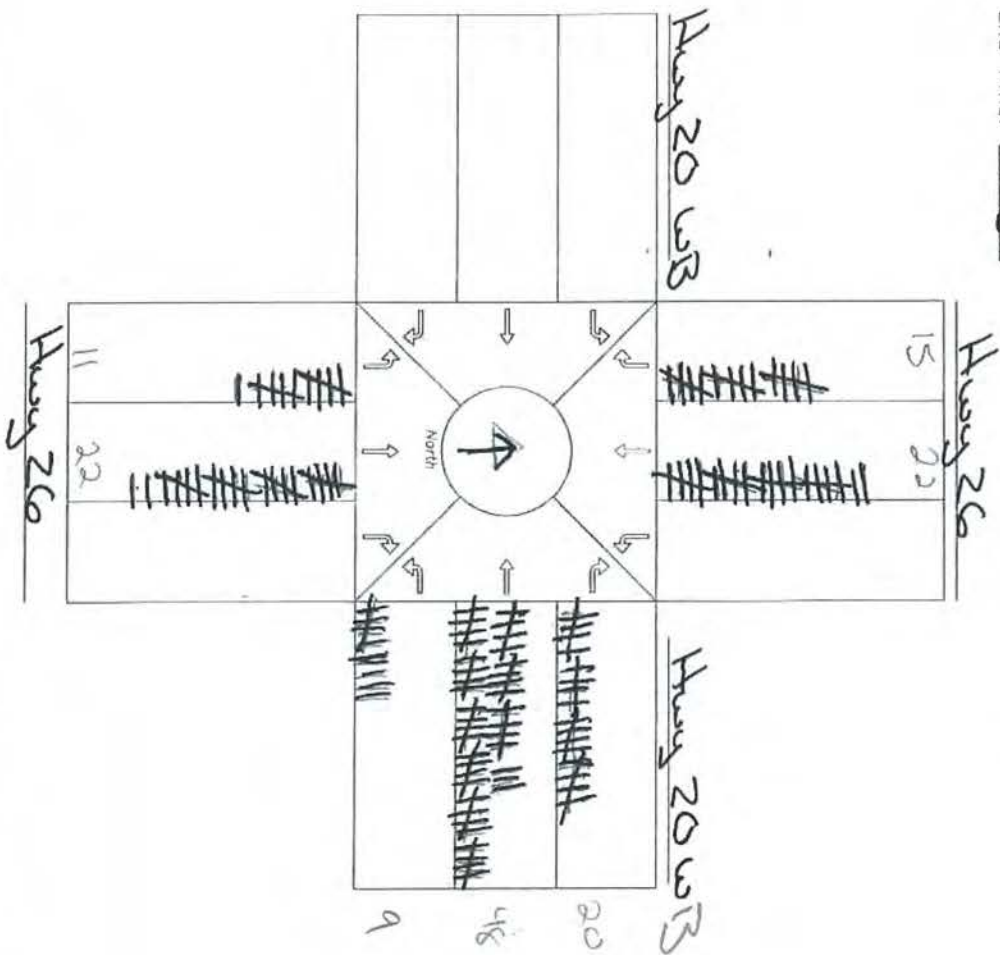
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 Date: 2/12/14
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 End Time: 5:00



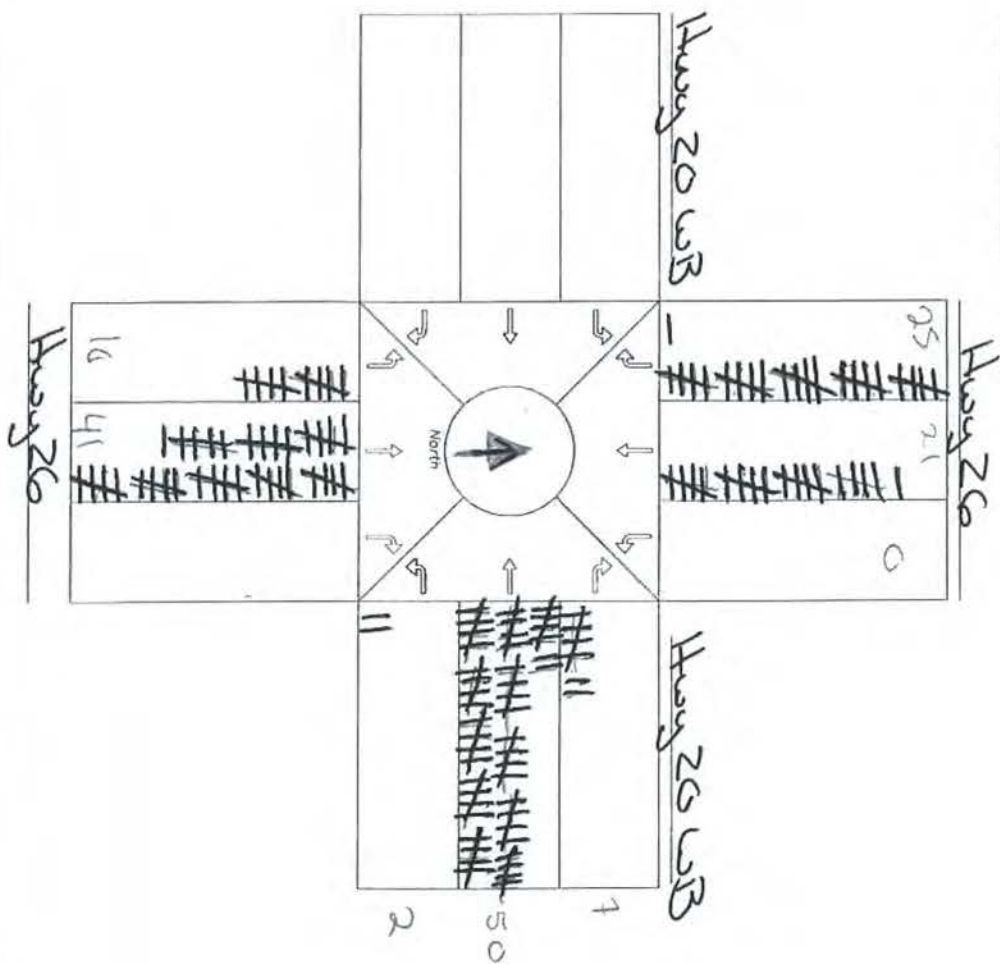
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 Date: 2/12/14
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 End Time: 5:15



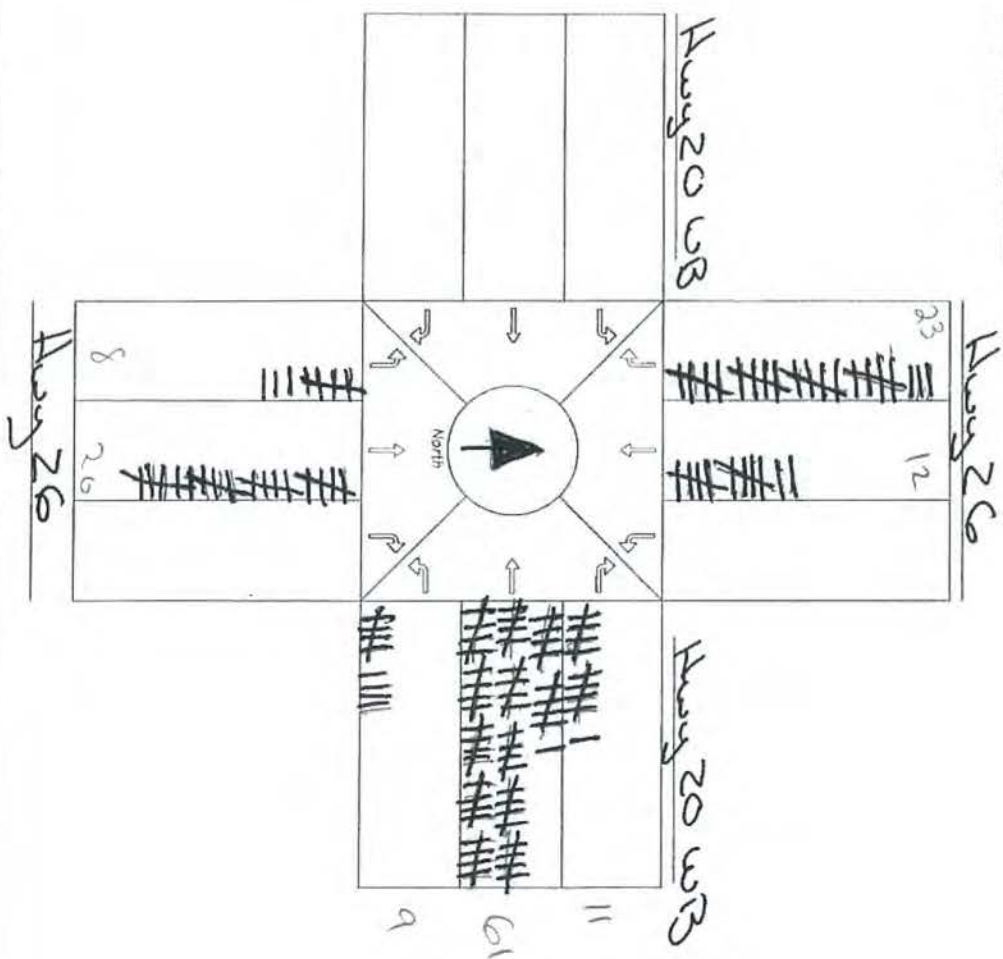
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 Date: 2-12-14
 Start Time: 5:15
 End Time: 5:30



Intersection Name: Highway 20 WB at Highway 26
 Date: 2/12/14
 Start Time: 5:30
 End Time: 5:45



Intersection Name: Hwy 20 WB at Hwy 26
 Date: 2/12/14
 Start Time: 5:45
 End Time: 6:00



Appendix Page 42 of 64

SER#	S D P R S W E A U C O DATE E L G H H DAY	CLASS DIST	CITY STREET FIRST STREET	RD CHAR DIRECT	INT-TYPE (MEDIAN) LEGS	INT-BEL TRAF- (#LANES)	OFFRD RNDBT	WTHR SURE	CRASH COLL	SPEC USE TLR QTY OWNER	MOVE FROM	PRIC INJ	A S G E LICNS	PED	ERR/OR	ACT	EVENT	CAUSE	
INVEST	D C S L R TIME	FROM	SECOND STREET	LOCN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E X RES	LOC	ERR/OR	ACT	EVENT	CAUSE
00214	N N N 07/06/2010	02	A ST	INTER	CROSS	N	N	CLR	BIKE	01 NONE 0	TURN-L						001	02,18	
COUNTY	TU		GLENN ST	N		STOP SIGN	N	DRY	TURN	PRVTE	W-N						000	00	
	3P			05	0		X	DAY	INJ	PSNGR CAR		01 DRVR	NONE	16 F	OR-Y	000	000	00	
														OR<25					
											STRGHT	01 BIKE	INJC	10 M		I XWLK	034 001	02,18	
											E N								
00364	N N N N 10/21/2011	02	A ST	INTER	CROSS	N	N	CLR	O-1STOP	01 NONE 1	BACK						000	10	
COUNTY	FR		GLENN ST	N		STOP SIGN	N	DRY	BACK	PRVTE	E-N						000	00	
	10A			06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	60 M	OR-Y	011	000	10	
										02 NONE 0	STOP						011	00	
										PRVTE	N-S						000	00	
										PSNGR CAR		01 DRVR	NONE	35 F	OR-Y	000	000	00	
														OR<25					
00152	N N N N 04/30/2011	07	A ST	INTER	CROSS	N	N	CLR	O-1STOP	01 NONE 1	BACK						000	10	
COUNTY	SA		GLENN ST	S		STOP SIGN	N	DRY	BACK	PRVTE	M-S						000	00	
	12P			06	0		N	DAY	PDO	SEMI TOW		01 DRVR	NONE	70 M	OR-Y	011	000	10	
										02 NONE 0	STOP						011	00	
										PRVTE	S-N						000	00	
										MTRCYCLE		01 DRVR	NONE	61 F	OR-Y	000	000	00	
														OR<25					
00388	N N N N 10/25/2009	02	A ST	INTER	CROSS	N	N	CLR	O-1TURN	01 NONE 0	TURN-L						000	02	
COUNTY	SU		GLENN ST	CH		STOP SIGN	N	DRY	TURN	PRVTE	N-E						000	00	
	12P			04	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	63 F	OTH-Y	004	000	02	
										02 NONE 0	STRGHT						000	00	
										PRVTE	S-N						000	00	
										PSNGR CAR		01 DRVR	NONE	70 M	OR-Y	000	000	00	
														OR<25					
00420	N N N N 11/02/2009	02	A ST	INTER	CROSS	N	N	CLR	O-1TURN	01 NONE 0	TURN-L						000	02	
COUNTY	MO		GLENN ST	CH		STOP SIGN	N	DRY	TURN	PRVTE	N-E						000	00	
	12P			04	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	19 M	OR-Y	004	000	02	
										02 FARM 1	STRGHT						000	00	
										PRVTE	S-N						000	00	
										SEMI TOW		01 DRVR	NONE	47 M	OR-Y	000	000	00	
														OR<25					
										02 FARM 1	STRGHT						000	00	
										PRVTE	S-N						000	00	
										SEMI TOW		02 PSNG	NO<5	04 M		000	000	00	
00309	N N N N 09/14/2010	02	A ST	INTER	CROSS	N	N	CLR	O-1TURN	01 NONE 0	TURN-L						000	02	
COUNTY	TU		GLENN ST	CH		STOP SIGN	N	DRY	TURN	PRVTE	N-E						000	00	
	12P			04	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	65 M	OTH-Y	000	000	00	
										02 NONE 0	STRGHT						000	00	
										PRVTE	S-N						000	00	
										PSNGR CAR		01 DRVR	NONE	21 F	OTH-Y	028	000	02	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because 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.

S		D																													
P		R S W																													
E A U C O DATE		CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE		MOVE			A	S															
SER#	E L G B R DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LIONS	PED														
INVEST	N C S L K TIME	FROM	SECOND STREET	LOCIN	(PLANES)	CONTL	DEWVY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE										
											N-RES																				
											02 NONE	0	STRAIGHT																		
											PRVTE	S -N																			
											PSNGR CAR		02 PSNG	NO<5	01	F												000	000	00	00

[illegible]

CDS380
02/18/2014

CITY OF VALE, MALHEUR COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
RAILROAD AVE at 12TH ST, City of Wale, Malheur County, 01/01/2008 to 12/31/2012
No Rows to Display

S D		INT-TYPE										SPCL USE									
P R S W		CLASS		CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TLRQ QTY		MOVE	A S							
SER#	E L G H R DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDGT	SURF	COLL	OWNER	FROM	PRIC	INJ	C	E	LICNS	PED				
INVEST	D C S L K TIME	FROM	SECOND STREET	LOCH	(PLANES)	CONTR	DAVBY	LIGHT	SVTY	Y# TYPE	TO	P# TYPE	SVTY	E	X	RES	LOC	ERROR	ACT EVENT	CAUSE	

CITY OF VALE, MALHEUR COUNTY

[illegible]

SPCL USE	MOVE	PRIC	INJ	A	S	G	E	LICNS	PED	ACT	EVENT	CAUSE
TRLR QTY	FROM	TYPE	SVRTY	F	X	RES	LOC	ERROR				
OWNER	TO	P#	TYPE	SVRTY	F	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
01 NONE	0	TURN-R	E -N	01	DRVR	NONE	24	F	OR-Y	001	00	01
PRVTE	PSNGR CAR						OR<25	047,001	000	000	00	01
01 NONE	0	TURN-R	E -N	02	PSNG	NO<5	02	M		001	00	00
PRVTE	PSNGR CAR							000	000	000	00	00
02 NONE	0	STOP	N -S	01	DRVR	NONE	64	M	OR-Y	011	00	00
PRVTE	PSNGR CAR						OR<25	000	000	000	00	00
01 NONE	0	STRGHT	S -N	01	DRVR	NONE	20	M	OR-Y	000	32,07	00
PRVTE	PSNGR CAR						OR<25	052,043	000	000	32,07	00
02 NONE	0	PRKD-F	S -N						008		00	
PRVTE	PSNGR CAR											
01 NONE	0	STRGHT	E -W	01	DRVR	NONE	16	M	OR-Y	000	00	00
PRVTE	PSNGR CAR						OR<25	000	000	000	00	00
02 NONE	0	TURN-L	E -S	01	DRVR	NONE	64	M	OTH-Y	006	00	00
PRVTE	PSNGR CAR						N-RES	006	000	000	00	00
01 NONE	0	STRGHT	N -S	01	DRVR	NONE	16	M	OR-Y	000	00	00
PRVTE	PSNGR CAR						OR<25	021	000	000	00	00
02 NONE	0	STRGHT	E -W	01	DRVR	NONE	45	F	OR-Y	000	00	00
PRVTE	PSNGR CAR						OR<25	000	000	000	00	00
01 NONE	0	STRGHT	E -W	01	DRVR	NONE	17	M	OR-Y	000	00	00
PRVTE	PSNGR CAR						OR<25	000	000	000	00	00
02 NONE	0	TURN-L	E -S	01	DRVR	NONE	50	M	OTH-Y	006	00	00
PRVTE	MOTRHOME						N-RES	006	000	000	00	00
01 NONE	0	STRGHT	S -N	01	DRVR	NONE	71	F	OR-Y	028	00	00
PRVTE	PSNGR CAR						OR<25	028	000	000	00	00
02 NONE	0	STRGHT	E -W	01	DRVR	NONE	23	F	OR-Y	000	00	00
PRVTE	PSNGR CAR							000	000	000	00	00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because 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.

CITY OF VALE, MALHEUR COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
WASHINGTON ST at GLENN ST, City of Vale, Malheur County, 01/01/2008 to 12/31/2012
Total crash records: 12

Appendix Page 48 of 64

SER#	P R S W E A U C D DATE E L G H R DAY INVEST D C S L K TIME	CLASS	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCN	INT-TYPE (MEDIAN) LEGS (PLANES)	INT-REL TRAF- CONTL	OFFRD RMOBT	WTHR SUFF LIGHT	CRASH COLL SVRTY	SPCL USE TRLR QTY OWNER V# TYPE	MOVE FROM TO	PRTC P# TYPE	INJ SVRTY	A S G E LICNS F X RES	PEO LOC	ERRR	ACT	EVENT	CAUSE
00359 COUNTY	N N N N N 10/10/2010 SC 3P	02	GLENN ST WASHINGTON ST	INTER CM 02	CROSS 0	N ONE-WAY	N N	CLR DRY DAY	ANGL-OTH ANGL INJ	01 NONE 0 PRVTE PSNGR CAR	TURN-L E -S							082	02
												01 DRVR	INJC	41 M	OR-Y OR<25		000	000	00
										02 NONE 0 PRVTE PSNGR CAR	STRGHT S -N							015	00
												01 DRVR	NONE	43 M	OR-Y OR>25	028	000	082	02
00096 COUNTY	N N N N N 03/23/2011 TH 7A	02	GLENN ST WASHINGTON ST	INTER CM 04	CROSS 0	N ONE-WAY	N N	CLD WET DARK	ANGL-OTH ANGL PDO	01 NONE 0 PRVTE PSNGR CAR	STRGHT S -N							015	00
												01 DRVR	NONE	58 M	OR-Y OR<25	028	000	082	02
										02 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												01 DRVR	NONE	35 M	NONE OR<25	000	000	000	00
00244 COUNTY	N N N N N 07/21/2011 TH 6P	02	GLENN ST WASHINGTON ST	INTER CM 03	CROSS 0	N ONE-WAY	N N	CLR DRY DAY	ANGL-OTH ANGL INJ	01 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												01 DRVR	INJC	40 M	OTH-Y N-RES	000	000	000	00
										01 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							006	00
												02 PSNG	INJC	35 F		006	000	000	00
										01 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												03 PSNG	INJC	08 F		000	000	000	00
										01 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												04 PSNG	INJC	06 M		000	000	000	00
										01 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												05 PSNG	INJC	04 F		000	000	000	00
										02 NONE 0 PRVTE PSNGR CAR	STRGHT N -S							000	00
												01 DRVR	NONE	73 F	OTH-Y N-RES	021	000	000	03
00802 COUNTY	N N N N N 01/03/2012 TU 10A	02	GLENN ST WASHINGTON ST	INTER CM 04	CROSS 0	N ONE-WAY	N N	CLR DRY DAY	S-1TURN TCRN PDO	01 NONE 0 PRVTE PSNGR CAR	TURN-L E -S							019	00
												01 DRVR	NONE	67 F	OTH-Y N-RES	006	000	000	06
										02 NONE 0 PRVTE PSNGR CAR	STRGHT E -W							000	00
												01 DRVR	NONE	22 F	OR-Y OR<25	000	000	000	00
00226 COUNTY	N N N N N 08/01/2012 WE	02	GLENN ST WASHINGTON ST	INTER CM	CROSS	N ONE-WAY	N N	CLR DRY	ANGL-OTH ANGL	01 NONE 0 PRVTE	STRGHT S -N							015	00

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SER#	F A C I L I T Y	CITY STREET	RD CHAR	INT-TYPE (MEDIAN)	INT-REL LEGS TRAF-	OFFRD RNDRT	WTHS SURE	CRASH COLL	SPCL USE TRLR QTY	MOVE FROM	A S G E LICHS	PED	ERROR	ACT	EVENT	CAUSE
INVEST	D F S L R TIME	SECOND STREET	LOCIN	#LANES	CONTL	DRVMY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE SVRTY	E X RES	LOC			
	4P		04	0		N	DAY	PDO	PSNGR CAR		01 DRVR NONE	65 M OR-Y	OR<25	028	000	02
									02 NONE 0	STRGHT						
									PRVTE	E -N				000		00
									PSNGR CAR		01 DRVR NONE	46 F OR-Y	OR<25	000	000	00
00378	M N N N N 11/23/2012	GLENN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT						02
COUNTY	FR	WASHINGTON ST	CN		STOP SIGN	N	DRY	ANGL	PRVTE	S -N				015		00
	3P		02	0		N	DAY	INJ	PSNGR CAR		01 DRVR NONE	18 F OR-Y	OR<25	028	000	02
									02 NONE 0	STRGHT						
									PRVTE	E -N				000		00
									PSNGR CAR		01 DRVR INJC	52 E OR-Y	OR<25	000	000	00

HCM Unsignalized Intersection Capacity Analysis 1: Hope Street E & Highway 26

Vale UGB - Eastern Site
Existing Conditions - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	6	1	17	0	121	13	8	112	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	7	1	20	0	142	15	9	132	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	321	308	132	301	301	150	132			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	321	308	132	301	301	150	132			158		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	99	100	98	100			99		
cM capacity (veh/h)	612	600	915	646	606	894	1429			1398		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	28	158	141								
Volume Left	0	7	0	9								
Volume Right	0	20	15	0								
cSH	1700	801	1429	1398								
Volume to Capacity	0.00	0.04	0.00	0.01								
Queue Length 95th (ft)	0	3	0	1								
Control Delay (s)	0.0	9.7	0.0	0.6								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.7	0.0	0.6								
Approach LOS	A	A										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			22.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Hope Street E & 10th St N

Vale UGB - Eastern Site
Existing Conditions - PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	15	5	17	22	30	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	18	6	20	27	36	4
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	105	38	40			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	105	38	40			
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	99	99			
cM capacity (veh/h)	878	1031	1564			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	24	47	40			
Volume Left	18	20	0			
Volume Right	6	0	4			
cSH	912	1564	1700			
Volume to Capacity	0.03	0.01	0.02			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.1	3.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	3.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.3				
Intersection Capacity Utilization		18.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 3: Highway 20 Westbound & Highway 26

Vale UGB - Eastern Site
Existing Conditions - 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)	0	0	0	27	258	43	35	149	0	0	85	89
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	31	293	49	40	169	0	0	97	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	342			0			357	403	0	439	355	147
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	342			0			357	403	0	439	355	147
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			98			91	67	100	100	82	88
cM capacity (veh/h)	1185			1593			424	515	1071	362	550	861
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	128	195	49	209	198							
Volume Left	31	0	0	40	0							
Volume Right	0	0	49	0	101							
cSH	1593	1700	1700	495	675							
Volume to Capacity	0.02	0.11	0.03	0.42	0.29							
Queue Length 95th (ft)	1	0	0	52	30							
Control Delay (s)	1.9	0.0	0.0	17.5	12.5							
Lane LOS	A			C	B							
Approach Delay (s)	0.6			17.5	12.5							
Approach LOS				C	B							
Intersection Summary												
Average Delay			8.2									
Intersection Capacity Utilization			37.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Highway 20 Westbound & 10th St N

Vale UGB - Eastern Site
Existing Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	0	202	27	0	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	227	30	0	103
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	257				242	129
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257				242	129
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	88
cM capacity (veh/h)	1276				722	894
Direction, Lane #	WB 1	WB 2	SB 1			
Volume Total	151	106	103			
Volume Left	0	0	0			
Volume Right	0	30	103			
cSH	1700	1700	894			
Volume to Capacity	0.09	0.06	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.6			
Lane LOS			A			
Approach Delay (s)	0.0		9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization		18.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 5: Highway 20 Eastbound & Highway 26

Vale UGB - Eastern Site
Existing Conditions - 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)	124	212	16	0	0	0	0	24	10	69	20	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	139	238	18	0	0	0	0	27	11	78	22	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			256			537	526	128	422	535	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			256			537	526	128	422	535	0
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	91			100			100	93	99	82	94	100
cM capacity (veh/h)	1593			1277			374	408	886	443	403	1071
Direction, Lane #	EB 1	EB 2	NB 1	SB 1								
Volume Total	258	137	38	100								
Volume Left	139	0	0	78								
Volume Right	0	18	11	0								
cSH	1593	1700	485	433								
Volume to Capacity	0.09	0.08	0.08	0.23								
Queue Length 95th (ft)	7	0	6	22								
Control Delay (s)	4.4	0.0	13.1	15.8								
Lane LOS	A		B	C								
Approach Delay (s)	2.8		13.1	15.8								
Approach LOS			B	C								
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			28.2%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Hope Street E & Highway 26

Vale UGB - Eastern Site

Year 2029 Background Conditions - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	6	1	18	0	126	13	8	116	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	7	1	21	0	148	15	9	136	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	333	319	136	311	311	156	136			164		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	333	319	136	311	311	156	136			164		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	99	100	98	100			99		
cM capacity (veh/h)	600	592	909	636	598	887	1423			1391		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	29	164	146								
Volume Left	0	7	0	9								
Volume Right	0	21	15	0								
cSH	1700	796	1423	1391								
Volume to Capacity	0.00	0.04	0.00	0.01								
Queue Length 95th (ft)	0	3	0	1								
Control Delay (s)	0.0	9.7	0.0	0.5								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.7	0.0	0.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			22.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Hope Street E & 10th St N

Vale UGB - Eastern Site
Year 2029 Background Conditions - PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	5	18	23	31	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	19	6	22	28	37	4
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	110	39	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	39	41			
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	99	99			
cM capacity (veh/h)	872	1030	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	25	49	41			
Volume Left	19	22	0			
Volume Right	6	0	4			
cSH	905	1562	1700			
Volume to Capacity	0.03	0.01	0.02			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	9.1	3.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	3.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.4				
Intersection Capacity Utilization		18.9%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 3: Highway 20 Westbound & Highway 26

Vale UGB - Eastern Site
Year 2029 Background Conditions - 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)	0	0	0	26	268	45	36	155	0	0	88	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	30	305	51	41	176	0	0	100	105
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	356			0			366	415	0	452	364	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	356			0			366	415	0	452	364	152
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			98			90	65	100	100	82	88
cM capacity (veh/h)	1171			1593			413	508	1071	348	544	854
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	131	203	51	217	205							
Volume Left	30	0	0	41	0							
Volume Right	0	0	51	0	105							
cSH	1593	1700	1700	487	668							
Volume to Capacity	0.02	0.12	0.03	0.45	0.31							
Queue Length 95th (ft)	1	0	0	57	32							
Control Delay (s)	1.8	0.0	0.0	18.2	12.8							
Lane LOS	A			C	B							
Approach Delay (s)	0.6			18.2	12.8							
Approach LOS				C	B							
Intersection Summary												
Average Delay				8.4								
Intersection Capacity Utilization				38.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis 4: Highway 20 Westbound & 10th St N

Vale UGB - Eastern Site
Year 2029 Background Conditions - PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	0	210	28	0	95
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	236	31	0	107
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	267				252	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	267				252	134
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	88
cM capacity (veh/h)	1265				712	888
Direction, Lane #	WB 1	WB 2	SB 1			
Volume Total	157	110	107			
Volume Left	0	0	0			
Volume Right	0	31	107			
cSH	1700	1700	888			
Volume to Capacity	0.09	0.06	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.6			
Lane LOS			A			
Approach Delay (s)	0.0		9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			19.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Highway 20 Eastbound & Highway 26

Vale UGB - Eastern Site
Year 2029 Background Conditions - 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)	129	220	17	0	0	0	0	25	10	72	21	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	145	247	19	0	0	0	0	28	11	81	24	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			266			558	547	133	439	556	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			266			558	547	133	439	556	0
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	91			100			100	93	99	81	94	100
cM capacity (veh/h)	1593			1266			358	395	879	428	390	1071
Direction, Lane #	EB 1	EB 2	NB 1	SB 1								
Volume Total	269	143	39	104								
Volume Left	145	0	0	81								
Volume Right	0	19	11	0								
cSH	1593	1700	469	419								
Volume to Capacity	0.09	0.08	0.08	0.25								
Queue Length 95th (ft)	7	0	7	24								
Control Delay (s)	4.4	0.0	13.4	16.4								
Lane LOS	A		B	C								
Approach Delay (s)	2.9		13.4	16.4								
Approach LOS			B	C								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			28.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 1: Hope Street E & Highway 26

Vale UGB - Eastern Site
Year 2029 Background + Site - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	175	1	47	0	126	61	16	116	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	206	1	55	0	148	72	19	136	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	414	394	136	358	358	184	136			220		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	414	394	136	358	358	184	136			220		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	100	100	100	65	100	94	100			99		
cM capacity (veh/h)	505	533	909	589	558	856	1423			1326		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	262	220	155								
Volume Left	0	206	0	19								
Volume Right	0	55	72	0								
cSH	1700	630	1423	1326								
Volume to Capacity	0.00	0.42	0.00	0.01								
Queue Length 95th (ft)	0	51	0	1								
Control Delay (s)	0.0	14.7	0.0	1.0								
Lane LOS	A	B		A								
Approach Delay (s)	0.0	14.7	0.0	1.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utilization			38.9%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Hope Street E & 10th St N

Vale UGB - Eastern Site
Year 2029 Background + Site - PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	72	5	18	23	31	202
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	87	6	22	28	37	243
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	230	159	281			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230	159	281			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	99	98			
cM capacity (veh/h)	743	884	1276			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	93	49	281			
Volume Left	87	22	0			
Volume Right	6	0	243			
cSH	751	1276	1700			
Volume to Capacity	0.12	0.02	0.17			
Queue Length 95th (ft)	11	1	0			
Control Delay (s)	10.5	3.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.5	3.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		28.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 3: Highway 20 Westbound & Highway 26

Vale UGB - Eastern Site
Year 2029 Background + Site - 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)	0	0	0	28	268	79	36	169	0	0	207	142
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	32	305	90	41	192	0	0	235	161
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	394			0			495	458	0	464	368	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	394			0			495	458	0	464	368	152
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			98			83	60	100	100	56	81
cM capacity (veh/h)	1133			1593			236	479	1071	320	540	854
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	133	203	90	233	397							
Volume Left	32	0	0	41	0							
Volume Right	0	0	90	0	161							
cSH	1593	1700	1700	406	635							
Volume to Capacity	0.02	0.12	0.05	0.57	0.62							
Queue Length 95th (ft)	2	0	0	87	109							
Control Delay (s)	1.9	0.0	0.0	25.1	19.6							
Lane LOS	A			D	C							
Approach Delay (s)	0.6			25.1	19.6							
Approach LOS				D	C							
Intersection Summary												
Average Delay			13.2									
Intersection Capacity Utilization			48.7%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Highway 20 Westbound & 10th St N

Vale UGB - Eastern Site
Year 2029 Background + Site - PM Peak Hour

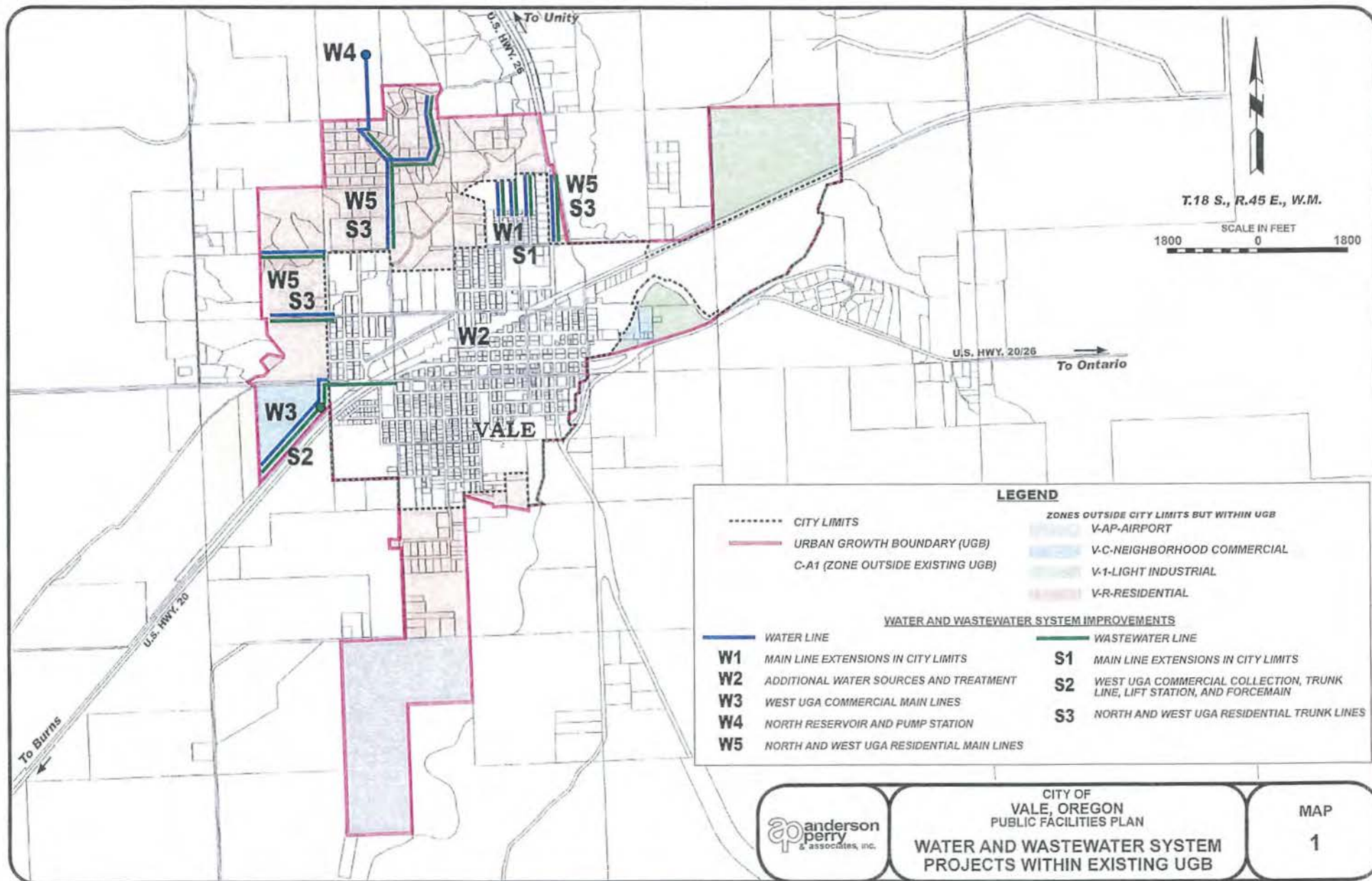


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	0	244	28	0	95
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	274	31	0	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	306				290	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306				290	153
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	88
cM capacity (veh/h)	1223				674	863
Direction, Lane #	WB 1	WB 2	SB 1			
Volume Total	183	123	107			
Volume Left	0	0	0			
Volume Right	0	31	107			
cSH	1700	1700	863			
Volume to Capacity	0.11	0.07	0.12			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.0	0.0	9.8			
Lane LOS			A			
Approach Delay (s)	0.0		9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			20.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Highway 20 Eastbound & Highway 26

Vale UGB - Eastern Site
Year 2029 Background + Site - 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)	143	220	17	0	0	0	0	25	10	191	21	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	161	247	19	0	0	0	0	28	11	215	24	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			266			590	578	133	470	588	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			266			590	578	133	470	588	0
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	90			100			100	93	99	47	94	100
cM capacity (veh/h)	1593			1266			336	375	879	402	370	1071
Direction, Lane #	EB 1	EB 2	NB 1	SB 1								
Volume Total	284	143	39	238								
Volume Left	161	0	0	215								
Volume Right	0	19	11	0								
cSH	1593	1700	448	398								
Volume to Capacity	0.10	0.08	0.09	0.60								
Queue Length 95th (ft)	8	0	7	94								
Control Delay (s)	4.6	0.0	13.8	26.6								
Lane LOS	A		B	D								
Approach Delay (s)	3.1		13.8	26.6								
Approach LOS			B	D								
Intersection Summary												
Average Delay			11.6									
Intersection Capacity Utilization			35.8%		ICU Level of Service				A			
Analysis Period (min)			15									



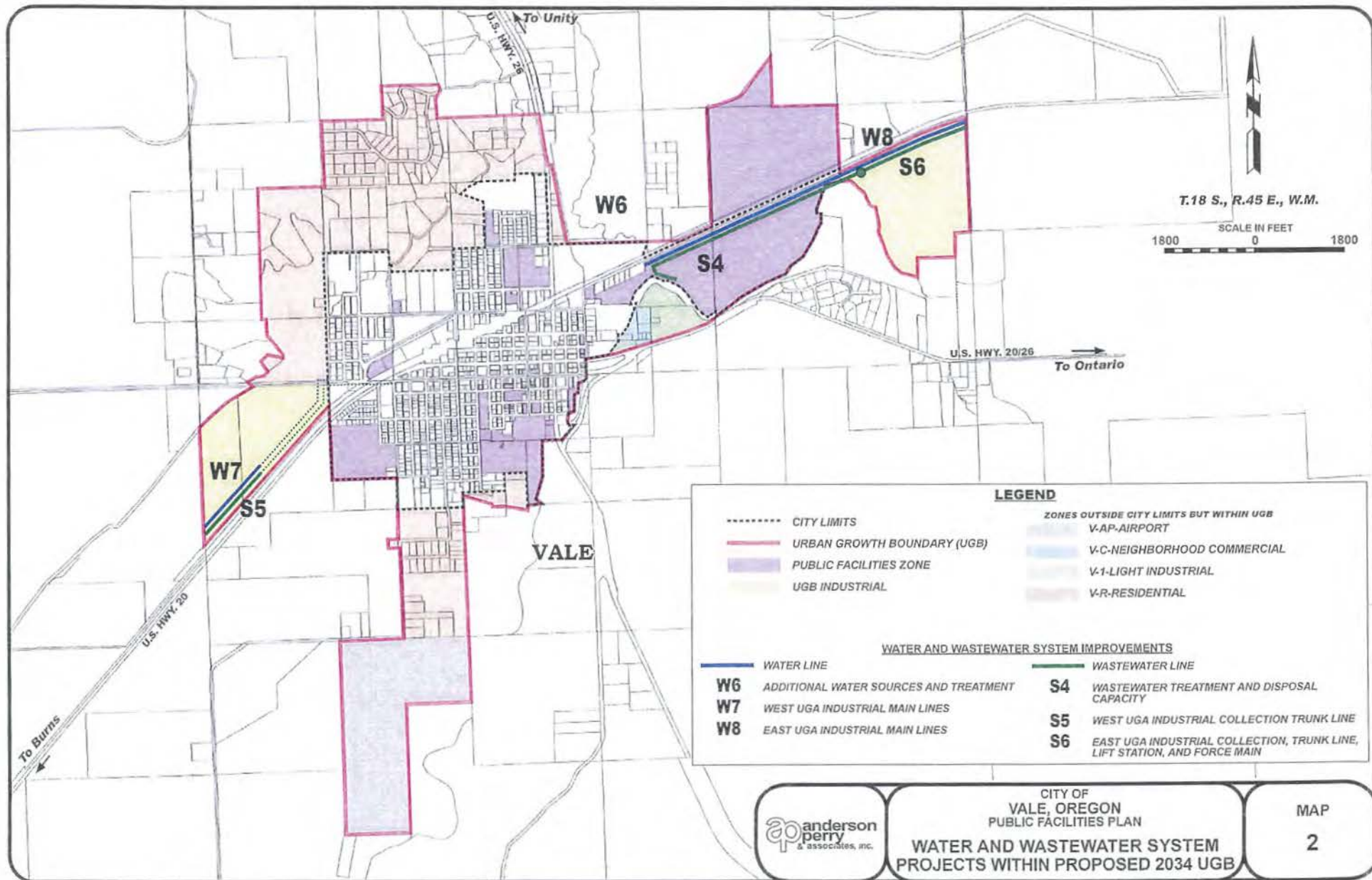


EXHIBIT E GOAL 14 URBAN GROWTH ANALYSIS

ATTACHMENT	1	SOILS DATA OUTSIDE UGB
ATTACHMENT	2	NRCS SOILS DATA
ATTACHMENT	3	CITY PARCEL ANALYSIS
ATTACHMENT	4	URBAN GROWTH ANALYSIS

GOAL 14 URBAN GROWTH BOUNDARY ANALYSIS – CITY OF VALE

REGULATORY FRAMEWORK

Urban growth boundaries expansions in Oregon must comply with:

ORS 197.298, the "priority" statute for determining location of lands.

Goal 14, which provides two factors for determining the need for land to be added to an urban growth boundary, and four factors for determining the proper location of lands to be added to an urban growth boundary.

OAR 660-024, the administrative rules that implement Goal 14 and provide additional guidance to local governments in determining the need for land to be added to an urban growth boundary, and the location of such land.

NEED

Goal 14 states that land need shall be based upon

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

Goal 14 also includes the following statements regarding land need:

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

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

OAR 660-024-0040 provides the following additional guidance on determining land need:

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

...

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

...

(5) Except for a metropolitan service district described in ORS 197.015(13), the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR chapter 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth....

6) Cities and counties may jointly conduct a coordinated regional EOA for more than one city in the county or for a defined region within one or more counties, in conformance with Goal 9, OAR chapter 660, division 9, and applicable provisions of ORS 195.025. A defined region may include incorporated and unincorporated areas of one or more counties....

The City of Vale had its first comprehensive plan acknowledged by the Land Conservation and Development Commission in 1985. The last comprehensive update of the plan occurred in 2003. At that time, the city had 52 acres of land used for industrial purposes, demonstrated a need for 28 additional acres, and had 38 acres of vacant industrial land available.

Based upon the 2013 Economic Opportunities Analysis (EOA), Vale has determined that it has an opportunity to expand its job growth opportunities over the next 20 years. The city has identified food processing, distribution/intermodal, green energy manufacturing, and small manufacturing, as projected new industries in the community that will generate new land needs. The EOA estimates the following land needs by employment type:

Food processing – 35 acres, two sites, 70 total acres

Distribution/intermodal – 35 acres, one site, 35 total acres

Green energy manufacturing – 50 acres, one site, 50 total acres

Small manufacturing – 25 acres, one site, 25 total acres

The total amount of acreage needed as justified by the EOA is 180 acres, with the site sizes as indicated above.

Vale has conducted a buildable lands inventory for industrial lands, both inside and outside of the current urban growth boundary (UGB). Within the current UGB, most vacant properties, both industrially zoned and zoned for other uses, are smaller than the 25 acre minimum size need, and thus were not analyzed. Of the four remaining candidate properties, the city rejected three properties for meeting its identified need for industrial lands, but tentatively included a fourth property:

Vale Municipal Airport – the airport consists of 160 acres on the southern end of the city and its urban growth boundary. While not all of the property is currently being used as an airport, the city rejected consideration of this site because of the potential conflicts with air traffic, the potential for future expansion of the airport and airport-related uses, the lack of good road access, and the fact that the site is the source of the city's potable water supply.

Vale Sewage Treatment Facility – the city's sewage treatment facility is located on 156 acres at the east end of the city and its urban growth boundary. A small part of the site is used as the actual treatment plant, and most of the remainder is used for settling ponds and other such aspects of sewage treatment. Therefore, the city has rejected consideration of this site for industrial development. The city intends to rezone this land from its current industrial zoning designation to a public lands designation, and officially remove it from its inventory of industrially zoned lands.

Glerup property – this 28.8 acre site is located at the northwest edge of the city's current urban growth boundary, bounded by Graham Blvd (Vale West Highway) to the south, Ash St. to the east, and bisected by Stage Road. While the site is theoretically large enough to accommodate a 25-acre industrial user, it is bisected by Stage Road and an associated drainage ditch. 20 acres of the site is relatively flat, but the 8 acres to the north and west of Stage Road have slopes exceeding 10%. The site is also adjacent to city residential land to the west. For these reasons, the city rejected further consideration of this site as industrial land.

Fulleton property – this 58 acre site includes about 40 acres currently inside the UGB and designated for future commercial uses, and 18 acres outside of the current UGB. The site is triangular in shape, bounded on the north by Graham Blvd (Vale West Highway) and on the south by the Wyoming Colorado railroad. The 2003 Vale comprehensive plan indicates that the city has a significant surplus of commercially-designated land to meet identified 20-year needs. Therefore, the city shall consider redesignation of this land for industrial purposes in conjunction with consideration of the addition of the 18 acres of the property not currently within the UGB in the location analysis below (designated as Site 2 in that analysis).

In summary, Vale determined, through its EOA, that the city has a need for approximately 180 acres of land for future industrial development, in five sites, with a minimum size of 25 acres. The city determined that 40 acres of this land need may be met on the Fulleton property contingent upon the addition of the remaining 18 acres of the property currently outside of the UGB into the UGB. Therefore, Vale needs to add either 140 or 180 acres of land suitable for the type of industrial development identified in its EOA to its UGB.

LOCATION

ORS 197.298 states:

(1) In addition to any requirements established by rule addressing urbanization, land may not be included within an urban growth boundary except under the following priorities:

(a) First priority is land that is designated urban reserve land under ORS 195.145, rule or metropolitan service district action plan.

(b) If land under paragraph (a) of this subsection is inadequate to accommodate the amount of land needed, second priority is land adjacent to an urban growth boundary that is identified in an acknowledged comprehensive plan as an exception area or nonresource land. Second priority may include resource land that is completely surrounded by exception areas unless such resource land is high-value farmland as described in ORS 215.710.

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

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

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

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

(a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;

(b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or

(c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

Goal 14 includes the following provisions regarding UGB locational issues:

The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:

(1) Efficient accommodation of land needs

(2) Orderly and economic provision of public facilities and services

(3) Comparative environmental, energy, economic and social consequences; and

- (4) *Compatibility of the proposed development with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

OAR 660-024-0060 states, in part:

(1) When considering a UGB amendment, a local government must determine which land to add by evaluating alternative boundary locations. This determination must be consistent with the priority of land specified in ORS 197.298 and the boundary location factors of Goal 14....

(e) For purposes of this rule, the determination of suitable land to accommodate land needs must include consideration of any suitability characteristics specified under section (5) of this rule, as well as other provisions of law applicable in determining whether land is buildable or suitable.

...

(3) The boundary location factors of Goal 14 are not independent criteria. When the factors are applied to compare alternative boundary locations and to determine the UGB location, a local government must show that all the factors were considered and balanced.

(4) In determining alternative land for evaluation under ORS 197.298, "land adjacent to the UGB" is not limited to those lots or parcels that abut the UGB, but also includes land in the vicinity of the UGB that has a reasonable potential to satisfy the identified need deficiency.

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

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

(7) For purposes of Goal 14 Boundary Location Factor 2, "public facilities and services" means water, sanitary sewer, storm water management, and transportation facilities.

(8) The Goal 14 boundary location determination requires evaluation and comparison of the relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. This evaluation and comparison must be conducted in coordination with service providers, including the Oregon Department of Transportation with regard to impacts on the state transportation system. "Coordination" includes timely notice to service providers and the consideration of evaluation methodologies recommended by service providers. The evaluation and comparison must include:

(a) The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB;

(b) The capacity of existing public facilities and services to serve areas already inside the UGB as well as areas proposed for addition to the UGB; and

(c) The need for new transportation facilities, such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and, for urban areas of 25,000 or more, the provision of public transit service.

First, the City of Vale, pursuant to OAR 660-024-0060(5), specified the site characteristics used to determine which properties would be studied. Properties studied met the following site characteristics:

At least 25 acres of developable land

Land with slope of less than 5%

Parcel size must exclude land within 100-year floodplain and wetlands, and must not be irregularly shaped, or made irregularly shaped by the existence of floodplain or wetlands.

Additional specific site standards for specific targeted industries are contained within the EOA.

Next, the city conducted a buildable lands inventory of land that met the site characteristics. In reviewing sites pursuant to the priorities expressed in ORS 197.298, none of the sites are located on land in the first three priorities (urban reserve, exception land, marginal land). Within the fourth priority, agricultural and forest land, none of the parcels were located on farm soils that are not either prime farmland, or farmland of statewide significance. As result, the following eight sites are all equally situated within the lowest priority category (although prime farmland, if irrigated, is considered of higher value than farmland of statewide significance):

Site 1: 112 acres located on the south side of Lagoon Drive east of the city and east of the city's existing sewage treatment plant. The site is bounded on the south by the Malheur River.

Site 2: 18 acres located between Graham Blvd. (Vale West Highway) and the Wyoming Colorado Railroad, consisting of that portion of an overall 58 acre site known as the Fulleton property. The other 40 acres of this property is already within the UGB, and is discussed above.

Site 3: 40 acres located to the west of Site 3, and also bounded to the south by the Wyoming Colorado railroad. This site is bounded to the north by Stage Road.

Site 4: 98 acres located to the west of the Vale Airport. This property has access from both north and west to Airport Road.

Site 5: 58 acres located north and west of Site 5, also west of the Vale Airport. This property also has access from both north and west to Airport Road.

Site 6: 49 acres located west of Ash St. and south of Highway 20.

Site 7: 107 acres located south of Site 7, bisected by a drainageway, and having a small amount of frontage along the north side of Airport Road.

Site 8: 89 acres located south and west of Site 8, bisected by a drainageway, having frontage on the north side of Airport Road.

Next, the eight candidate sites were evaluated against the four locational criteria factors contained within Goal 14. The following table summarizes the results:

Site	Factor 1: Efficient Accommodation of Land Needs	Factor 2: Provision of public facilities	Factor 3: ESEE consequences	Factor 4: Impact on adjacent rural farmland
1	Neutral.	Positive: has direct road access and is near to other public facilities.	Neutral: has only 16% prime soils, but is adjacent to Malheur River. 15 acres in 100 year floodplain is not buildable land.	Neutral: separated from farmland in three directions by major road or water – adjacent to the east.
2	Positive: would combine with land within existing UGB for more efficient use.	Positive: has good road access and utility access.	Positive: would consolidate with remainder of parcel already in UGB.	Positive: combined parcel is separated from farmland on three sides by road or existing UGB.
3	Neutral.	Positive: has good road and utility access, especially if developed in conjunction with Site 2	Positive: has only 30% prime soils, not adjacent to any environmental resources or existing residential areas.	Neutral: separated from farmland in two directions by road, on third side is adjacent to Site 2.
4	Neutral. Distant from city center, but adjacent to airport.	Negative: has road access, but poor access to sewer service.	Positive: has only 23% prime farm soils, not adjacent to any environmental resources or existing residential areas.	Negative: adjacent to good farmland on three sides.
5	Neutral: Far from city center, but near airport.	Negative: has road access, but poor access to sewer service	Positive: has only 31% prime farm soils, not adjacent to any environmental resources or existing residential areas.	Negative: adjacent to good farmland on all four sides.
6	Positive: Adjacent to existing urban area and State Highway 20.	Positive: Adjacent to Highway 20 and existing city services.	Negative: has 47% prime farm soils, is adjacent to a city public school.	Negative: adjacent to good farmland on two sides.

7	Neutral.	Negative: limited road access if not in concert with site 6.	Negative: has 52% prime farm soils, is bisected by a drainageway.	Negative: adjacent to good farmland on three sides.
8	Neutral.	Negative: has road access but poor access to sewer service	Negative: has 88% prime farm soils, is bisected by a drainageway.	Negative: adjacent to good farmland on all sides.

Based upon an analysis and weighing of the four Goal 14 factors, the City of Vale has determined that the nine candidate sites should be ranked in terms of favorability for addition to the UGB as follows:

1. Site 2 – because it is part of a parcel that is mostly already within the UGB
2. Site 3 – because it has no negative factors and is adjacent to Site 2
3. Site 1 – because it has little impact upon surrounding areas and has good facilities access
4. Site 4 – good location near airport, but poor access to some public facilities
5. Site 5 – adjacent to Site 4, but of lesser rank because it is farther away from existing UGB
6. Site 6 – adjacency to UGB is outweighed by loss of prime farm soils and adjacency to school
7. Site 7 – lower than Site 6 because farther from UGB and bisected by a drainageway.
8. Site 8 – lower than Site 7 because farther from UGB

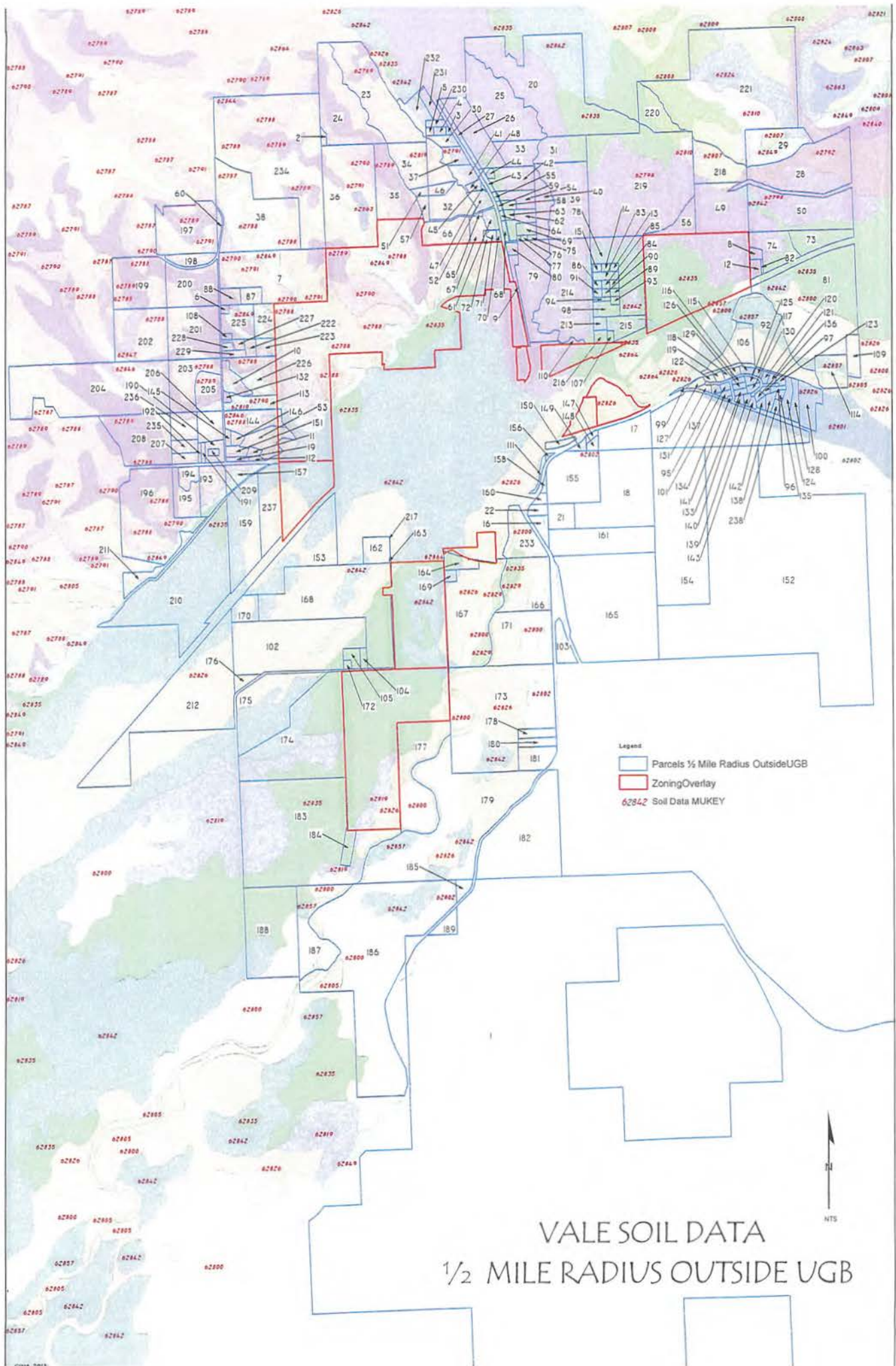
When correlating site ranking with land need, the following sites are selected to be added to the UGB:

Site 2: 18 acres. Because site 2 includes 40 acres within the existing UGB, the overall land need from outside the UGB is thereby reduced from 180 acres to 140 acres.

Site 3: 40 acres.

Site 1: 97 buildable acres.

These three sites, totaling 155 acres, and of a size and shape to accommodate the specific site types and sizes identified in the EOA, will satisfy the City of Vale's need for industrial land.



VALE SOIL DATA - ½MILE OUTSIDE UGB

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
19S45E	100	12845.15	16816	1	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E18A	700	1.25	15343	2	62790	65.31%	62791	34.64%		0.00%		0.00%		0.00%		0.00%
18S45E17B	600	0.56	13951	3	62819	56.74%	62798	43.93%		0.00%		0.00%		0.00%		0.00%
18S45E17B	603	1.48	13954	4	62819	99.70%	62798	0.34%		0.00%		0.00%		0.00%		0.00%
18S45E17B	602	0.99	13953	5	62819	63.17%	62791	36.57%		0.00%		0.00%		0.00%		0.00%
18S45E19B	600	1.00	13788	6	62789	80.57%	62849	19.40%		0.00%		0.00%		0.00%		0.00%
18S45E21A	300	1.98	13822	8	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20A	1200	4.19	13819	9	62798	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19CC	400	1.57	13795	11	62788	50.77%	62790	49.49%		0.00%		0.00%		0.00%		0.00%
18S45E21A	500	2.71	13824	12	62798	89.76%	62800	3.17%	62835	7.12%		0.00%		0.00%		0.00%
18S45E20A	200	1.02	14046	14	62835	60.14%	62842	39.51%		0.00%		0.00%		0.00%		0.00%
18S45E20A	201	1.02	14047	15	62842	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E29	500	4.86	15589	16	62802	85.70%	-	14.38%		0.00%		0.00%		0.00%		0.00%
18S45E29	100	68.74	13848	18	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19CC	700	1.51	13803	19	62790	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E29	300	9.62	16649	21	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E18A	500	56.09	13772	23	62788	57.16%	62826	2.51%	62789	16.11%	62791	24.22%		0.00%		0.00%
18S45E17	600	56.02	13763	25	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17	700	26.57	13762	26	62798	83.04%	62835	7.75%	62819	9.21%		0.00%		0.00%		0.00%
18S45E16	1300	57.95	19358	28	62792	66.81%	62798	33.19%		0.00%		0.00%		0.00%		0.00%
18S45E16	1100	27.27	13750	29	62849	48.57%	62807	17.54%	62824	10.52%	62792	2.83%	62810	20.51%		0.00%
18S45E17B	601	4.06	13952	30	62819	62.53%	62791	37.49%		0.00%		0.00%		0.00%		0.00%
18S45E17	1000	18.29	13765	31	62798	64.29%	62835	35.71%		0.00%		0.00%		0.00%		0.00%
18S45E17C	101	29.45	15332	32	62788	51.73%	62791	24.32%	62788	23.94%		0.00%		0.00%		0.00%
18S45E17	900	13.79	13761	33	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E18	800	20.44	18453	34	62788	77.37%	62791	22.62%		0.00%		0.00%		0.00%		0.00%
18S45E17C	200	6.12	13957	37	62819	67.98%	62791	31.98%		0.00%		0.00%		0.00%		0.00%
18S45E18	400	76.72	13777	38	62849	32.18%	62789	2.16%	62790	6.00%	62788	26.34%	62791	11.16%	62787	22.16%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E17	1100	46.44	13766	39	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17	1200	13.50	13767	40	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	300	6.59	13958	41	62819	61.73%	62791	38.27%		0.00%		0.00%		0.00%		0.00%
18S45E17C	500	14.67	13961	42	62798	76.29%	62835	21.42%	62819	2.28%		0.00%		0.00%		0.00%
18S45E17C	590	1.54	13963	43	62835	53.66%	62819	46.49%		0.00%		0.00%		0.00%		0.00%
18S45E17C	501	0.99	13962	44	62835	77.77%	62819	22.22%		0.00%		0.00%		0.00%		0.00%
18S45E17C	302	0.99	19563	45	62819	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	102	3.78	18454	46	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	400	0.35	13960	47	62819	51.31%	62835	49.43%		0.00%		0.00%		0.00%		0.00%
18S45E17C	301	1.01	13959	48	62791	51.92%	62819	47.92%		0.00%		0.00%		0.00%		0.00%
18S45E16	1400	38.58	13752	49	62798	89.64%	62807	4.35%	62792	1.68%	62842	4.34%		0.00%		0.00%
18S45E18	900	2.06	13780	51	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19C	600	13.90	13797	53	62788	56.32%	62790	43.65%		0.00%		0.00%		0.00%		0.00%
18S45E17C	600	8.37	13964	54	62798	89.73%	62835	10.29%		0.00%		0.00%		0.00%		0.00%
18S45E17C	690	0.65	13965	55	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E16	1500	10.25	13753	56	62798	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E18	1000	3.43	15333	57	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	700	2.03	13966	58	62835	80.75%	62798	19.31%		0.00%		0.00%		0.00%		0.00%
18S45E17C	700	0.59	13966	59	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E18	400	1.91	13777	60	62790	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1600	3.95	16660	61	62819	55.78%	62791	11.57%	62835	32.63%		0.00%		0.00%		0.00%
18S45E17C	900	6.76	13970	62	62798	63.10%	62835	36.88%		0.00%		0.00%		0.00%		0.00%
18S45E17C	800	1.48	13968	63	62835	73.17%	62798	26.96%		0.00%		0.00%		0.00%		0.00%
18S45E17C	890	0.62	13969	64	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1400	0.35	16658	65	62791	86.03%	62819	13.71%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1500	16.76	16659	66	62788	97.29%	62789	0.94%	62791	1.77%		0.00%		0.00%		0.00%
18S45E17C	1601	5.46	16661	67	62788	59.92%	62791	40.16%		0.00%		0.00%		0.00%		0.00%
18S45E17C	990	1.21	13971	68	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1000	3.50	13972	69	62835	67.01%	62798	33.03%		0.00%		0.00%		0.00%		0.00%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E17C	1603	0.76	15500	70	62835	78.02%	62819	21.84%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1700	1.26	13976	71	62819	51.17%	62791	49.21%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1701	0.98	13977	72	62791	95.81%	62788	4.49%		0.00%		0.00%		0.00%		0.00%
18S45E21A	100	14.71	13823	73	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21A	200	18.77	13821	74	62798	53.03%	62835	46.99%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1100	0.70	13973	75	62798	60.05%	62835	40.14%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1200	0.49	13974	76	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1301	0.30	13975	77	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20A	1000	36.23	13817	79	62798	98.87%	62835	1.12%		0.00%		0.00%		0.00%		0.00%
18S45E20A	1100	2.00	15703	80	62798	87.49%	62835	12.50%		0.00%		0.00%		0.00%		0.00%
18S45E21	100	112.47	13825	81	62800	29.31%	62826	16.39%	62857	1.82%	62835	44.89%	62842	4.97%	62864	2.61%
18S45E21A	400	0.39	18413	82	62798	61.31%	62835	39.23%		0.00%		0.00%		0.00%		0.00%
18S45E20A	602	1.08	14056	84	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20A	400	0.99	14050	85	62835	57.28%	62842	42.83%		0.00%		0.00%		0.00%		0.00%
18S45E20A	401	0.97	14051	86	62842	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19B	300	5.01	13783	87	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19B	200	4.82	13782	88	62789	71.13%	62788	27.41%	62849	1.37%		0.00%		0.00%		0.00%
18S45E20A	600	1.08	14054	89	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20A	501	1.00	14053	90	62835	67.45%	62842	32.50%		0.00%		0.00%		0.00%		0.00%
18S45E20A	500	0.95	14052	91	62842	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21	300	45.21	13826	92	62826	47.06%	62857	41.56%	62864	11.39%		0.00%		0.00%		0.00%
18S45E20A	604	1.05	14058	93	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20A	601	1.05	14055	94	62842	53.93%	62835	46.10%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2300	1.11	19215	95	62801	80.71%	62826	19.28%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1500	1.05	19203	96	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1400	1.01	19202	97	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21	400	0.69	13841	99	62864	51.98%	-	21.74%	62826	26.52%		0.00%		0.00%		0.00%
18S45E21D	600	11.98	13832	100	62801	94.37%	62864	5.60%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2400	1.02	19216	101	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E30	700	89.38	13872	102	62826	88.42%	62842	0.30%	62835	7.55%	62864	3.74%		0.00%		0.00%
18S45E30D	100	2.00	13875	104	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E30D	200	3.95	13873	105	62835	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21	400	17.30	13841	106	62826	81.94%	62857	6.60%	62864	11.44%		0.00%		0.00%		0.00%
18S45E20A	801	1.15	19226	107	62835	90.03%	62842	9.91%		0.00%		0.00%		0.00%		0.00%
18S45E19B	700	0.93	13786	108	62789	88.08%	62788	9.35%	62790	2.47%		0.00%		0.00%		0.00%
18S45E21D	100	8.00	13828	109	62826	93.31%	62864	6.66%		0.00%		0.00%		0.00%		0.00%
18S45E20A	1000	1.49	13817	110	62798	94.12%	62835	5.57%		0.00%		0.00%		0.00%		0.00%
18S45E29BA	4300	1.61	14139	111	62864	91.43%	-	8.57%		0.00%		0.00%		0.00%		0.00%
18S45E19CC	500	0.96	13794	112	62790	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19C	101	31.07	20120	113	62849	26.89%	62819	0.91%	62791	4.54%		0.00%		0.00%		0.00%
18S45E21CA	1700	1.15	19209	116	62826	94.88%	62864	5.13%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1200	1.09	19207	117	62801	95.37%	62864	4.86%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	1800	1.07	19210	118	62826	92.75%	62864	6.92%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	1900	1.24	19211	119	62826	92.68%	62864	6.94%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1100	1.06	19206	120	62801	97.04%	62864	3.30%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1000	1.09	19205	121	62801	97.42%	62864	2.39%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2000	1.01	19212	122	62826	92.02%	62864	7.62%		0.00%		0.00%		0.00%		0.00%
18S45E21D	900	1.20	19204	123	62801	95.61%	62864	4.25%		0.00%		0.00%		0.00%		0.00%
18S45E21D	800	4.94	13838	124	62801	96.72%	62864	3.22%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	500	1.39	19197	125	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	400	1.01	19196	126	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2100	1.57	19213	127	62826	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	700	4.56	16647	128	62801	95.83%	62864	4.08%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	300	1.10	19195	129	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	600	1.22	19198	130	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2200	1.12	19214	131	62826	82.56%	62801	17.86%		0.00%		0.00%		0.00%		0.00%
18S45E19C	300	1.11	13791	132	62789	75.89%	62849	23.96%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	200	1.16	19194	133	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E21CA	2500	1.19	19217	134	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1600	1.15	13837	135	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1300	1.00	19201	136	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1800	2.07	13839	138	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	700	1.03	19199	139	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	100	1.03	19193	140	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	2600	0.27	19218	141	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1900	1.34	13836	142	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E21CA	800	1.03	19200	143	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19CC	200	1.40	15479	145	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E19CC	100	2.13	13802	146	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E20D	2000	1.23	14110	147	62802	98.95%	-	1.22%		0.00%		0.00%		0.00%		0.00%
18S45E20D	2200	1.91	14113	149	62802	88.11%	-	12.04%		0.00%		0.00%		0.00%		0.00%
18S45E	3600	471.68	13845	152	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E	3700	117.91	16648	154	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E30	200	8.40	16651	157	62849	70.90%	62790	29.14%		0.00%		0.00%		0.00%		0.00%
18S45E29BA	4300	1.06	14139	158	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E30	300	42.12	13869	159	62842	70.77%	62826	29.23%		0.00%		0.00%		0.00%		0.00%
18S45E29BA	4201	1.99	15277	160	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E30A	200	9.96	13866	162	62826	92.46%	62864	1.18%	62842	6.37%		0.00%		0.00%		0.00%
18S45E30AD	6600	0.24	13867	163	62826	93.50%	62864	6.34%		0.00%		0.00%		0.00%		0.00%
18S45E29	1100	136.37	16645	165	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E29	1400	68.68	13855	167	62826	61.96%	62800	16.42%	62829	10.71%	62842	2.05%	62864	8.86%		0.00%
18S45E29	1500	2.00	13856	169	62842	94.00%	62826	3.90%	62835	1.95%		0.00%		0.00%		0.00%
18S45E30	600	9.02	13871	170	62826	59.19%	62842	40.81%		0.00%		0.00%		0.00%		0.00%
18S45E29	1300	46.64	13853	171	62826	45.86%	62864	3.08%	62802	16.34%	62800	34.73%		0.00%		0.00%
18S45E30D	300	1.07	13874	172	62835	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E32B	100	134.91	13882	173	62826	44.61%	62802	15.88%	62800	24.19%	62842	9.28%	62864	6.04%		0.00%
18S45E	3800	54.44	13877	175	62842	67.79%	62826	31.11%	62835	1.09%		0.00%		0.00%		0.00%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E	3800	3.33	13877	176	62826	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E	4100	53.79	13881	177	62800	39.59%	62826	28.34%	62864	9.79%	62835	22.28%		0.00%		0.00%
18S45E32B	200	4.95	13883	178	62802	68.47%	62826	31.56%		0.00%		0.00%		0.00%		0.00%
18S45E32B	300	4.83	15246	180	62802	58.90%	62826	41.16%		0.00%		0.00%		0.00%		0.00%
18S45E32B	400	11.53	13884	181	62802	51.84%	62826	48.20%		0.00%		0.00%		0.00%		0.00%
18S45E	4500	85.87	13879	182	-	0.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E	4200	169.95	13878	183	62835	56.91%	62819	33.74%	62826	4.01%	62800	3.85%	62864	1.49%		0.00%
18S45E	4300	5.14	19805	184	62835	80.11%	62819	19.96%		0.00%		0.00%		0.00%		0.00%
19S45E	100	3.49	16816	185	62802	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
19S45E	400	36.19	14507	187	62800	70.67%	62835	9.43%	62857	6.11%	62864	13.79%		0.00%		0.00%
18S44E24	1400	4.81	13534	190	62788	73.57%	62790	26.40%		0.00%		0.00%		0.00%		0.00%
18S44E24	1600	1.18	16023	191	62788	78.06%	62790	21.69%		0.00%		0.00%		0.00%		0.00%
18S44E24	1700	0.81	13532	192	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E25	100	16.46	13536	193	62790	42.33%	62835	9.54%	62849	15.87%	62788	32.26%		0.00%		0.00%
18S44E25	200	5.55	13539	194	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E25	300	13.73	15884	195	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E25	400	73.92	13537	196	62789	39.22%	62790	18.54%	62788	29.75%	62849	10.68%	62787	1.81%		0.00%
18S44E24	500	38.35	13514	199	62789	48.36%	62790	1.36%	62788	47.67%	62847	2.62%		0.00%		0.00%
18S44E24	300	38.71	13518	201	62789	54.65%	62788	45.34%		0.00%		0.00%		0.00%		0.00%
18S44E24	400	39.52	13515	202	62788	65.60%	62789	3.80%	62847	27.70%	62846	2.89%		0.00%		0.00%
18S44E24	1300	10.73	13533	206	62846	66.24%	62788	33.77%		0.00%		0.00%		0.00%		0.00%
18S44E24	1800	3.97	13531	207	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E24	1500	1.00	13535	209	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E25	1100	108.00	13545	210	62842	93.76%	62835	6.24%		0.00%		0.00%		0.00%		0.00%
18S44E	11800	117.10	13626	212	62826	88.61%	62842	11.39%		0.00%		0.00%		0.00%		0.00%
18S45E20A	700	2.50	14059	213	62842	88.82%	62835	9.72%		0.00%		0.00%		0.00%		0.00%
18S45E20A	900	67.68	13818	214	62798	89.99%	62842	8.36%	62835	1.65%		0.00%		0.00%		0.00%
18S45E20A	701	2.50	20131	216	62835	75.01%	62842	23.40%		0.00%		0.00%		0.00%		0.00%
18S45E30AD	6500	0.01	16646	217	62826	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E16	1000	23.77	13749	218	62807	77.93%	62810	9.82%	62798	6.83%	62792	5.42%		0.00%		0.00%
18S45E	1900	150.04	13754	219	62798	76.35%	62835	18.64%	62808	2.32%	62810	2.69%		0.00%		0.00%
18S45E16	900	16.98	13748	220	62808	62.44%	62835	37.59%		0.00%		0.00%		0.00%		0.00%
18S45E19B	801	2.76	20177	222	62790	62.46%	62788	29.71%	62849	7.68%		0.00%		0.00%		0.00%
18S45E19B	802	5.00	20178	223	62849	61.61%	62790	37.94%	62788	0.46%		0.00%		0.00%		0.00%
18S45E19B	800	11.27	13785	228	62788	8.03%	62789	2.93%		0.00%		0.00%		0.00%		0.00%
18S45E19B	900	2.42	13787	229	62788	59.98%	62789	39.92%		0.00%		0.00%		0.00%		0.00%
18S45E17B	501	2.04	13950	230	62819	84.50%	62798	15.39%		0.00%		0.00%		0.00%		0.00%
18S45E17B	500	4.45	13949	231	62798	57.79%	62842	13.89%	62819	28.25%		0.00%		0.00%		0.00%
18S45E18A	300	9.81	13769	232	62819	54.40%	62791	34.05%	62842	10.25%	62798	1.30%		0.00%		0.00%
18S44E24	1801	4.96	20329	235	62788	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S44E24	1802	10.20	20330	236	62846	56.50%	62788	24.86%	62847	18.64%		0.00%		0.00%		0.00%
18S45E30	100	58.12	13868	237	62826	29.49%	62842	12.49%		0.00%		0.00%		0.00%		0.00%
18S45E21D	1700	1.50	13840	238	62801	100.00%		0.00%		0.00%		0.00%		0.00%		0.00%
18S45E16	700	193.13	13746	221	62809	1.04%	62808	27.69%	62824	26.90%	62810	16.41%	62807	23.46%	62792	4.51%
18S45E17	500	126.32	13760	20	62798	45.43%	62842	27.97%	62835	26.60%		0.00%		0.00%		0.00%
18S45E17	800	4.71	13764	27	62819	44.27%	62798	55.73%		0.00%		0.00%		0.00%		0.00%
18S45E16	1300	59.79	19358	50	62798	75.23%	62835	17.56%	62842	5.80%	62792	1.42%		0.00%		0.00%
18S45E21D	200	14.22	13827	114	62826	31.84%	62800	4.63%	62857	24.87%	62864	16.50%	62805	22.13%		0.00%
18S45E21CA	1600	1.33	19208	115	62864	6.26%	62801	75.49%	62826	18.12%		0.00%		0.00%		0.00%
18S45E20A	100	38.74	14045	78	62842	37.68%	62835	34.72%	62819	13.85%	62798	13.74%		0.00%		0.00%
18S45E20A	202	1.02	14048	13	62835	34.02%	62842	66.08%		0.00%		0.00%		0.00%		0.00%
18S45E20A	300	3.05	14049	83	62842	57.74%	62835	42.30%		0.00%		0.00%		0.00%		0.00%
18S45E20A	603	5.42	14057	98	62842	23.08%	62835	76.94%		0.00%		0.00%		0.00%		0.00%
18S45E20A	800	9.85	14060	215	62835	60.76%	62842	39.20%		0.00%		0.00%		0.00%		0.00%
18S45E18	700	33.47	13779	35	62790	31.20%	62791	8.75%	62789	46.28%	62788	13.77%		0.00%		0.00%
18S45E18A	600	51.60	13773	24	62788	45.06%	62789	36.98%	62790	17.96%		0.00%		0.00%		0.00%
18S45E18	300	158.31	13776	234	62790	10.02%	62787	26.65%	62788	19.75%	62791	22.49%	62844	21.08%		0.00%
18S45E18	600	79.05	16641	36	62790	20.50%	62849	6.33%	62863	7.24%	62787	16.43%	62791	40.83%	62789	8.68%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	Mukey6	Coverage6
18S44E13	700	42.62	13317	197	62788	16.49%	62790	25.52%	62787	19.08%	62789	30.83%	62791	8.09%		0.00%
18S44E24	100	7.21	13517	198	62790	51.83%	62788	44.53%	62787	3.63%		0.00%		0.00%		0.00%
18S44E24	200	29.73	13516	200	62788	31.07%	62789	59.69%	62790	9.23%		0.00%		0.00%		0.00%
18S45E19B	100	70.00	13781	7	62791	42.39%	62789	7.99%	62788	19.23%	62790	13.02%	62849	17.37%		0.00%
18S44E24	900	112.90	13519	204	62789	25.91%	62846	17.71%	62788	31.80%	62787	6.20%	62847	18.37%		0.00%
18S44E24	1100	24.65	13530	203	62789	22.18%	62788	68.00%	62847	9.50%	62849	0.32%		0.00%		0.00%
18S44E24	1200	14.01	13529	205	62849	17.03%	62846	3.23%	628789	30.29%	62788	49.48%		0.00%		0.00%
18S45E19C	200	7.61	13790	10	62849	3.75%	62789	27.63%	62790	19.83%	62791	4.86%	62788	19.13%		0.00%
18S45E19C	100	31.07	13792	226	62789	9.15%	62849	24.38%	62791	3.07%	62790	19.89%	62788	11.16%		0.00%
18S45E19B	800	11.27	13785	227	62790	5.78%	62788	10.35%		0.00%		0.00%		0.00%		0.00%
18S45E19B	400	10.02	13789	224	62788	37.36%	62849	52.94%	62791	9.70%		0.00%		0.00%		0.00%
18S45E19B	500	14.30	13784	225	62789	45.19%	62790	5.69%	62849	49.12%		0.00%		0.00%		0.00%
18S45E19C	400	16.50	13798	144	62819	27.38%	62788	23.98%	62846	15.07%	62790	32.35%	62849	1.19%		0.00%
18S45E19CC	300	3.23	13796	151	62790	33.54%	62788	66.56%		0.00%		0.00%		0.00%		0.00%
18S44E25	1100	10.40	13545	211	62842	8.69%	62849	54.86%	62805	3.01%	62788	28.04%	62835	5.39%		0.00%
18S44E24	1900	41.29	13528	208	62788	15.35%	62789	78.52%	62846	6.12%		0.00%		0.00%		0.00%
18S45E20D	1900	21.40	14109	17	62802	2.96%	-	97.03%		0.00%		0.00%		0.00%		0.00%
18S45E29	600	3.09	16077	22	62802	30.50%	-	69.55%		0.00%		0.00%		0.00%		0.00%
18S45E17C	1400	5.95	16658	52	62791	36.18%	62835	18.59%	62819	45.14%		0.00%		0.00%		0.00%
18S45E29	1200	7.96	13852	103	62802	45.59%	-	54.41%		0.00%		0.00%		0.00%		0.00%
18S45E21	600	85.17	13842	137	62802	14.71%	-	70.01%	62802	14.93%	62826	0.35%		0.00%		0.00%
18S45E20D	2001	1.93	14111	148	62802	35.93%	-	64.15%		0.00%		0.00%		0.00%		0.00%
18S45E20D	2200	2.66	14113	150	62826	63.27%	62864	36.88%		0.00%		0.00%		0.00%		0.00%
18S45E30	400	48.87	13870	153	62842	53.81%	62826	46.19%		0.00%		0.00%		0.00%		0.00%
18S45E29	200	38.03	13849	155	62802	1.10%	-	98.90%		0.00%		0.00%		0.00%		0.00%
18S45E29	200	0.46	13849	156	62864	48.24%	62802	24.78%	-	26.74%		0.00%		0.00%		0.00%
18S45E29	400	39.83	13851	161	62802	3.28%	-	96.72%		0.00%		0.00%		0.00%		0.00%
18S45E29BC	3500	6.46	14146	164	62826	30.54%	62835	50.87%	62842	7.21%	62864	11.38%		0.00%		0.00%
18S45E29	1000	36.07	13854	166	62800	29.79%	62864	4.09%	62829	4.43%	62835	14.18%	62826	42.40%	62802	5.11%

MapNumber	Taxlot	MapAcres	REFNUM	ID	MuKey1	Coverage1	MuKey2	Coverage2	MuKey3	Coverage3	MuKey4	Coverage4	MuKey5	Coverage5	MuKey6	Coverage6
18S45E30	500	107.22	13865	168	62826	51.91%	62842	18.61%	62864	4.32%	62835	25.16%		0.00%		0.00%
18S45E	3900	98.94	13876	174	62842	23.43%	62819	33.37%	62835	43.19%		0.00%		0.00%		0.00%
18S45E	4400	154.95	13880	179	62842	33.36%	62842	8.21%	62800	42.40%	62857	6.32%	62864	4.31%	62802	5.40%
19S45E	300	212.60	14506	186	62800	74.71%	62864	1.71%	62802	7.45%	62805	3.73%	62842	11.14%	62835	1.26%
19S45E	500	65.86	14508	188	62800	28.78%	62857	0.27%	62835	51.37%	62842	19.58%		0.00%		0.00%
19S45E	300	6.07	14506	189	62802	9.56%	-	90.44%		0.00%		0.00%		0.00%		0.00%
18S45E29	700	19.88	13850	233	62826	23.29%	62800	33.05%	62802	19.43%	62835	6.77%	62864	17.46%		0.00%

LEGEND:

MuKey	MuSym	MuKey	MuSym
62788	11B	62808	21C
62789	11C	62809	21D
62790	11D	62819	24
62791	11E	62826	27
62792	12A	62835	31
62798	16	62842	34
62800	18	62846	35D
62801	19A	62849	36F
62802	19B	62864	W
62807	21B	-	No Soil Data Available

Malheur County, Oregon, Northeastern Part

11B - Frohman silt loam, 2 to 5 percent slopes*Mean annual precipitation:* 9 to 11 inches*Frost-free period:* 130 to 170 days*Mean annual temperature:* 50 to 54 degrees F*Farmland class:* Farmland of statewide importance**Frohman and similar soils***Extent:* about 93 percent of the unit*Landform(s):* terraces*Slope gradient:* 2 to 5 percent*Parent material:* alluvium and lacustrine deposits*Restrictive feature(s):* duripan at 20 to 40 inches
duripan at 10 to 20 inches*Seasonal high water table:* greater than 60 inches*Flooding frequency:* none*Ponding frequency:* none*Soil loss tolerance (T factor):* 1*Wind erodibility group (WEG):* 5*Wind erodibility index (WEI):* 56*Land capability subclass, nonirrigated:* 6e*Land capability subclass, irrigated:* 4e*Drainage class:* well drained*Hydric soil class:* no*Hydrologic group:* D

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	—	0 to 12 in	silt loam	moderate	2.0 to 2.2 in	7.4 to 8.4	.55	.55
H2	—	12 to 18 in	cemented material	very slow				
H3	—	18 to 36 in	silt loam	moderate	0.0 to 0.0 in	7.9 to 8.4	.55	.55
H4	—	36 to 42 in	cemented material	very slow				

Ecological site / plant association: SHALLOW LOAM 8-11 PZ (R011XY018OR)

11C - Frohman silt loam, 5 to 8 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 130 to 170 days

Mean annual temperature: 50 to 54 degrees F

Farmland class: Farmland of statewide importance

Frohman and similar soils

Extent: about 93 percent of the unit

Landform(s): terraces

Slope gradient: 5 to 8 percent

Parent material: alluvium and lacustrine deposits

Restrictive feature(s): duripan at 20 to 40 inches

duripan at 10 to 20 inches

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 1

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6e

Land capability subclass, irrigated: 4e

Drainage class: well drained

Hydric soil class: no

Hydrologic group: D

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1 --	0 to 12 in	silt loam		moderate	2.0 to 2.2 in	7.4 to 8.4	.55	.55
H2 --	12 to 18 in	cemented material		very slow				
H3 --	18 to 36 in	silt loam		moderate	0.0 to 0.0 in	7.9 to 8.4	.55	.55
H4 --	36 to 42 in	cemented material		very slow				

Ecological site / plant association: SHALLOW LOAM 8-11 PZ (R011XY018OR)

11D - Frohman silt loam, 8 to 12 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 130 to 170 days

Mean annual temperature: 50 to 54 degrees F

Farmland class: Farmland of statewide importance

Frohman and similar soils

Extent: about 93 percent of the unit

Landform(s): terraces

Slope gradient: 8 to 12 percent

Parent material: alluvium and lacustrine deposits

Restrictive feature(s): duripan at 20 to 40 inches
duripan at 10 to 20 inches

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 1

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6e

Land capability subclass, irrigated: 4e

Drainage class: well drained

Hydric soil class: no

Hydrologic group: D

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	--	0 to 12 in	silt loam	moderate	2.0 to 2.2 in	7.4 to 8.4	.55	.55
H2	--	12 to 18 in	cemented material	very slow				
H3	--	18 to 36 in	silt loam	moderate	0.0 to 0.0 in	7.9 to 8.4	.55	.55
H4	--	36 to 42 in	cemented material	very slow				

Ecological site / plant association: SHALLOW LOAM 8-11 PZ (R011XY018OR)

11E - Frohman silt loam, 12 to 20 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 130 to 170 days

Mean annual temperature: 50 to 54 degrees F

Farmland class: Farmland of statewide importance

Frohman and similar soils

Extent: about 96 percent of the unit

Landform(s): terraces

Slope gradient: 12 to 20 percent

Parent material: alluvium and lacustrine deposits

Restrictive feature(s): duripan at 20 to 40 inches

duripan at 10 to 20 inches

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 1

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6e

Land capability subclass, irrigated: 6e

Drainage class: well drained

Hydric soil class: no

Hydrologic group: D

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	--	0 to 12 in	silt loam	moderate	2.0 to 2.2 in	7.4 to 8.4	.55	.55
H2	--	12 to 18 in	cemented material	very slow				
H3	--	18 to 36 in	silt loam	moderate	0.0 to 0.0 in	7.9 to 8.4	.55	.55
H4	--	36 to 42 in	cemented material	very slow				

Ecological site / plant association: SOUTH SLOPES 8-11 PZ (R011XY020OR)

12A - Garbutt silt loam, 0 to 2 percent slopes

Mean annual precipitation: 8 to 10 inches

Frost-free period: 150 to 170 days

Mean annual temperature: 52 to 54 degrees F

Farmland class: Prime farmland if irrigated

Garbutt and similar soils

Extent: about 77 percent of the unit

Landform(s): fans

terraces

Slope gradient: 0 to 2 percent

Parent material: alluvium and loess

Restrictive feature(s): none

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 7c

Land capability subclass, irrigated: 1

Drainage class: well drained

Hydric soil class: no

Hydrologic group: B

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	--	0 to 10 in	silt loam	moderate	1.9 to 2.1 in	7.9 to 9.0	.55	.55
H2	--	10 to 62 in	silt loam	moderate	7.8 to 10.9 in	7.4 to 9.0	.55	.55

Ecological site / plant association: SWALE 8-11 PZ (R011XY005OR)

16 - Harana silty clay loam, alkali

Mean annual precipitation: 9 to 11 inches

Frost-free period: 130 to 160 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Farmland of statewide importance

Harana, alkali and similar soils

Extent: about 75 percent of the unit

Landform(s): terraces

Slope gradient: 0 to 2 percent

Parent material: alluvium

Restrictive feature(s): none

Seasonal high water table: approximately 54 inches

Flooding frequency: rare

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG): 4L

Wind erodibility index (WEI): 86

Land capability subclass, nonirrigated: 6s

Land capability subclass, irrigated: 3s

Drainage class: somewhat poorly drained

Hydric soil class: no

Hydrologic group: C

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	--	0 to 21 in	silty clay loam	moderately slow	3.5 to 4.0 in	8.5 to 9.0	.32	.32
H2	--	21 to 64 in	silty clay loam	moderately slow	7.8 to 8.7 in	7.9 to 8.4	.43	.43

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

18 - Kimberly fine sandy loam

Mean annual precipitation: 8 to 11 inches

Frost-free period: 130 to 170 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Prime farmland if irrigated

Kimberly and similar soils

Extent: about 82 percent of the unit

Soil loss tolerance (T factor): 4

Landform(s): fans

Wind erodibility group (WEG): 3

terraces

Wind erodibility index (WEI): 86

Slope gradient: 0 to 2 percent

Land capability subclass, nonirrigated: 3e

Parent material: alluvium

Land capability subclass, irrigated: 2e

Restrictive feature(s): none

Drainage class: well drained

Seasonal high water table: greater than 60 inches

Hydric soil class: no

Flooding frequency: rare

Hydrologic group: A

Ponding frequency: none

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	--	0 to 8 in	fine sandy loam	moderately rapid	0.9 to 1.2 in	6.6 to 7.8	.28	.28
H2	--	8 to 48 in	fine sandy loam	moderately rapid	4.4 to 6.0 in	6.6 to 9.0	.32	.32
H3	--	48 to 60 in	stratified loamy fine sand to sandy loam	rapid	0.7 to 1.5 in	6.6 to 8.4	.28	.28

Ecological site / plant association: SANDY BOTTOM (R010XY009OR)

19A - McLoughlin silt loam, 0 to 2 percent slopes

Mean annual precipitation: 8 to 10 inches

Frost-free period: 120 to 170 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Farmland of statewide importance

McLoughlin and similar soils

Extent: about 80 percent of the unit

Landform(s): fans

Slope gradient: 0 to 2 percent

Parent material: alluvium

Restrictive feature(s): none

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG): 4L

Wind erodibility index (WEI): 86

Land capability subclass, nonirrigated: 6s

Land capability subclass, irrigated: 3s

Drainage class: well drained

Hydric soil class: no

Hydrologic group: C

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	--	0 to 20 in	silt loam	moderately slow	2.4 to 3.0 in	7.9 to 9.0	.49	.49
H2	--	20 to 60 in	silty clay loam	moderately slow	4.8 to 6.0 in	8.5 to 9.0	.43	.43

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

19B - McLoughlin silt loam, 2 to 5 percent slopes

Mean annual precipitation: 8 to 10 inches

Frost-free period: 120 to 170 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Farmland of statewide importance

McLoughlin and similar soils

Extent: about 90 percent of the unit

Landform(s): fans

Slope gradient: 2 to 5 percent

Parent material: alluvium

Restrictive feature(s): none

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG): 4L

Wind erodibility index (WEI): 86

Land capability subclass, nonirrigated: 6s

Land capability subclass, irrigated: 3s

Drainage class: well drained

Hydric soil class: no

Hydrologic group: C

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	—	0 to 20 in	silt loam	moderately slow	2.4 to 3.0 in	7.9 to 9.0	.49	.49
H2	—	20 to 60 in	silty clay loam	moderately slow	4.8 to 6.0 in	8.5 to 9.0	.43	.43

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

21B - Nyssa silt loam, 2 to 5 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 150 to 170 days

Mean annual temperature: 50 to 54 degrees F

Farmland class: Prime farmland if irrigated

Nyssa and similar soils

Extent: about 68 percent of the unit

Soil loss tolerance (T factor): 2

Landform(s): terraces

Wind erodibility group (WEG): 5

Slope gradient: 2 to 5 percent

Wind erodibility index (WEI): 56

Parent material: lacustrine deposits

Land capability subclass, nonirrigated: 6e

Restrictive feature(s): duripan at 20 to 40 inches

Land capability subclass, irrigated: 3e

Seasonal high water table: greater than 60 inches

Drainage class: well drained

Flooding frequency: none

Hydric soil class: no

Ponding frequency: none

Hydrologic group: C

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	—	0 to 13 in	silt loam	moderate	2.2 to 2.7 in	7.4 to 8.4	.49	.49
H2	—	13 to 25 in	silt loam	moderate	2.3 to 2.6 in	7.9 to 8.4	.64	.64
H3	—	25 to 31 in	cemented material	very slow				
H4	—	31 to 60 in	stratified silt loam to fine sandy loam to loam	moderate	0.0 to 0.0 in	9.1 to 11.0	.49	.49

Ecological site / plant association: SILTY 8-11 PZ (R011XY012OR)

21C - Nyssa silt loam, 5 to 8 percent slopes

Mean annual precipitation: 9 to 11 inches

Mean annual temperature: 50 to 54 degrees F

Frost-free period: 150 to 170 days

Farmland class: Farmland of statewide importance

Nyssa and similar soils

Extent: about 65 percent of the unit

Landform(s): terraces

Slope gradient: 5 to 8 percent

Parent material: lacustrine deposits

Restrictive feature(s): duripan at 20 to 40 inches

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 2

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6e

Land capability subclass, irrigated: 3e

Drainage class: well drained

Hydric soil class: no

Hydrologic group: C

Representative soil profile:		Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	0 to 13 in	silt loam	moderate	2.2 to 2.7 in	7.4 to 8.4	.49	.49
H2	13 to 25 in	silt loam	moderate	2.3 to 2.6 in	7.9 to 8.4	.64	.64
H3	25 to 31 in	cemented material	very slow				
H4	31 to 60 in	stratified silt loam to fine sandy loam to loam	moderate	0.0 to 0.0 in	9.1 to 11.0	.49	.49

Ecological site / plant association: SILTY 8-11 PZ (R011XY012OR)

21D - Nyssa silt loam, 8 to 12 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 150 to 170 days

Mean annual temperature: 50 to 54 degrees F

Farmland class: Farmland of statewide importance

Nyssa and similar soils

Extent: about 60 percent of the unit

Soil loss tolerance (T factor): 2

Landform(s): terraces

Wind erodibility group (WEG): 5

Slope gradient: 8 to 12 percent

Wind erodibility index (WEI): 56

Parent material: lacustrine deposits

Land capability subclass, nonirrigated: 6e

Restrictive feature(s): duripan at 20 to 40 inches

Land capability subclass, irrigated: 4e

Seasonal high water table: greater than 60 inches

Drainage class: well drained

Flooding frequency: none

Hydric soil class: no

Ponding frequency: none

Hydrologic group: C

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	--	0 to 13 in	silt loam	moderate	2.2 to 2.7 in	7.4 to 8.4	.49	.49
H2	--	13 to 25 in	silt loam	moderate	2.3 to 2.6 in	7.9 to 8.4	.64	.64
H3	--	25 to 31 in	cemented material	very slow				
H4	--	31 to 60 in	stratified silt loam to fine sandy loam to loam	moderate	0.0 to 0.0 in	9.1 to 11.0	.49	.49

Ecological site / plant association: SILTY 8-11 PZ (R011XY012OR)

24 - Otoole silt loam

Mean annual precipitation: 8 to 10 inches

Frost-free period: 110 to 150 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Farmland of statewide importance

Otoole and similar soils

Extent: about 83 percent of the unit

Soil loss tolerance (T factor): 1

Landform(s): terraces

Wind erodibility group (WEG): 4L

Slope gradient: 0 to 2 percent

Wind erodibility index (WEI): 86

Parent material: alluvium

Land capability subclass, nonirrigated: 6w

Restrictive feature(s): duripan at 10 to 20 inches

Land capability subclass, irrigated: 4w

Seasonal high water table: approximately 36 inches

Drainage class: somewhat poorly drained

Flooding frequency: rare

Hydric soil class: no

Ponding frequency: none

Hydrologic group: D

Representative soil profile:			Texture	Permeability	Available water capacity	pH	Kw	Kf
H1	--	0 to 10 in	silt loam	moderate	1.5 to 1.7 in	9.1 to 11.0	.55	.55
H2	--	10 to 17 in	silt loam	rapid	1.1 to 1.2 in	9.1 to 11.0	.55	.55
H3	--	17 to 30 in	cemented material	very slow				

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

27 - Powder silt loam

Mean annual precipitation: 8 to 11 inches

Frost-free period: 130 to 170 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Prime farmland if irrigated

Powder and similar soils

Extent: about 85 percent of the unit

Soil loss tolerance (T factor): 5

Landform(s): fans

Wind erodibility group (WEG): 5

terraces

Wind erodibility index (WEI): 56

Slope gradient: 0 to 2 percent

Land capability subclass, nonirrigated: 4c

Parent material: alluvium

Land capability subclass, irrigated: 2c

Restrictive feature(s): none

Drainage class: well drained

Seasonal high water table: approximately 60 inches

Hydric soil class: no

Flooding frequency: rare

Hydrologic group: B

Ponding frequency: none

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	--	0 to 13 in	silt loam	moderate	2.3 to 3.2 in	6.6 to 8.4	.49	.49
H2	--	13 to 33 in	silt loam	moderate	3.6 to 5.0 in	6.6 to 8.4	.49	.49
H3	--	33 to 60 in	silt loam	moderate	4.8 to 6.7 in	6.6 to 8.4	.55	.55

Ecological site / plant association: LOAMY BOTTOM (R010XY005OR)

31 - Stanfield silt loam

Mean annual precipitation: 9 to 11 inches

Frost-free period: 120 to 170 days

Mean annual temperature: 48 to 54 degrees F

Farmland class: Farmland of statewide importance

Stanfield and similar soils

Extent: about 83 percent of the unit

Landform(s): terraces

Slope gradient: 0 to 2 percent

Parent material: alluvium

Restrictive feature(s): duripan at 20 to 40 inches

Seasonal high water table: approximately 45 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 2

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6s

Land capability subclass, irrigated: 4s

Drainage class: moderately well drained

Hydric soil class: no

Hydrologic group: C

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	—	0 to 12 in	silt loam	moderate	1.5 to 2.0 in	7.9 to 9.6	.55	.55
H2	—	12 to 22 in	silt loam	moderate	1.3 to 2.1 in	7.9 to 9.6	.64	.64
H3	—	22 to 32 in	cemented material	very slow				
H4	—	32 to 60 in	silt loam	moderate	0.0 to 0.0 in	7.9 to 9.6	.55	.55

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

34 - Umapine silt loam

Mean annual precipitation: 9 to 11 inches

Frost-free period: 120 to 170 days

Mean annual temperature: 48 to 54 degrees F

Farmland class: Farmland of statewide importance

Umapine and similar soils

Extent: about 85 percent of the unit

Landform(s): terraces

Slope gradient: 0 to 2 percent

Parent material: alluvium

Restrictive feature(s): none

Seasonal high water table: approximately 36 inches

Flooding frequency: rare

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG): 4L

Wind erodibility index (WEI): 86

Land capability subclass, nonirrigated: 4s

Land capability subclass, irrigated: 3w

Drainage class: somewhat poorly drained

Hydric soil class: no

Hydrologic group: C

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	--	0 to 11 in	silt loam	moderate	2.0 to 2.2 in	8.5 to 9.0	.49	.49
H2	--	11 to 60 in	silt loam	moderate	8.8 to 10.3 in	7.4 to 9.0	.55	.55

Ecological site / plant association: SODIC BOTTOM (R010XY007OR)

35D - Virtue silt loam, 8 to 12 percent slopes

Mean annual precipitation: 9 to 11 inches

Frost-free period: 110 to 170 days

Mean annual temperature: 48 to 52 degrees F

Farmland class: Farmland of statewide importance

Virtue and similar soils

Extent: about 83 percent of the unit

Landform(s): terraces

Slope gradient: 8 to 12 percent

Parent material: alluvium

Restrictive feature(s): duripan at 20 to 40 inches

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 2

Wind erodibility group (WEG): 5

Wind erodibility index (WEI): 56

Land capability subclass, nonirrigated: 6e

Land capability subclass, irrigated: 4e

Drainage class: well drained

Hydric soil class: no

Hydrologic group: C

<i>Representative soil profile:</i>			<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
H1	—	0 to 14 in	silt loam	moderate	2.7 to 3.0 in	6.6 to 7.3	.49	.49
H2	—	14 to 26 in	silty clay loam	moderately slow	2.2 to 2.5 in	6.6 to 8.4	.49	.49
H3	—	26 to 40 in	cemented material	very slow				
H4	—	40 to 60 in	very gravelly loam	moderately rapid	0.0 to 0.0 in	7.4 to 8.4	.24	.55

Ecological site / plant association: SILTY 8-11 PZ (R011XY012OR)

36F - Xeric Torriorthents, very steep

Mean annual precipitation:

Mean annual temperature:

Frost-free period:

Farmland class: Not prime farmland

Xeric Torriorthents and similar soils

Extent: about 100 percent of the unit

Landform(s): terraces

Slope gradient: 20 to 60 percent

Parent material: lacustrine deposits

Restrictive feature(s): none

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor): 5

Wind erodibility group (WEG):

Wind erodibility index (WEI):

Land capability subclass, nonirrigated: 7e

Land capability subclass, irrigated:

Drainage class: well drained

Hydric soil class: no

Hydrologic group:

Representative soil profile:	Texture	Permeability	Available water capacity	pH	Kw	Kf
H1 -- 0 to 60 in	variable	----				

Ecological site / plant association: SHALLOW ESCARPMENT COMPLEX 8-11 PZ
(R011XY022OR)

W - Water

Mean annual precipitation:

Mean annual temperature:

Frost-free period:

Farmland class: Not prime farmland

Water

Extent: about 100 percent of the unit

Landform(s):

Slope gradient:

Parent material:

Restrictive feature(s): none

Seasonal high water table: greater than 60 inches

Flooding frequency: none

Ponding frequency: none

Soil loss tolerance (T factor):

Wind erodibility group (WEG):

Wind erodibility index (WEI):

Land capability subclass, nonirrigated:

Land capability subclass, irrigated:

Drainage class:

Hydric soil class: unranked

Hydrologic group:

<i>Representative soil profile:</i>	<i>Texture</i>	<i>Permeability</i>	<i>Available water capacity</i>	<i>pH</i>	<i>Kw</i>	<i>Kf</i>
none						

Ecological site / plant association:

January 29, 2014

Re: Rezoning City of Vale Parcel

This 8.75 acre parcel is located at 18S 45E sec 16 Tax Lot 1500

The parcel was purchased by the City of Vale on March 1, 2004 in conjunction with an adjoining 101 acres to serve as the Wastewater Effluent application area. At the time of purchase the 101 acre tract was zoned County EFU and changed to City of Vale UGA Industrial while the 8.75 acre parcel was not rezoned.

There is no explanation for not changing the zone on the 8.75 acre parcel and including it within the UGA in 2004 as the parcel is contiguous with the 101 acre parcel and together serves as the Effluent Application Area for the City of Vale, Waste Water Treatment plant. The appropriate zone and current and future use for this parcel is City of Vale, Public Facilities Urban Growth Area.

There are no public facilities and transportation needs for this parcel as its only use is effluent treatment and the access is restricted to City of Vale Public Works Employees.

Lynn Findley

City Manager

City of Vale

GOAL 14 URBAN GROWTH BOUNDARY ANALYSIS – CITY OF VALE

REGULATORY FRAMEWORK

Urban growth boundaries expansions in Oregon must comply with:

ORS 197.298, the “priority” statute for determining location of lands.

Goal 14, which provides two factors for determining the need for land to be added to an urban growth boundary, and four factors for determining the proper location of lands to be added to an urban growth boundary.

OAR 660-024, the administrative rules that implement Goal 14 and provide additional guidance to local governments in determining the need for land to be added to an urban growth boundary, and the location of such land.

NEED

Goal 14 states that land need shall be based upon

(1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and

(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need factors in this subsection.

Goal 14 also includes the following statements regarding land need:

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

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

OAR 660-024-0040 provides the following additional guidance on determining land need:

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

...

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

...

(5) Except for a metropolitan service district described in ORS 197.015(13), the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR chapter 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth....

6) Cities and counties may jointly conduct a coordinated regional EOA for more than one city in the county or for a defined region within one or more counties, in conformance with Goal 9, OAR chapter 660, division 9, and applicable provisions of ORS 195.025. A defined region may include incorporated and unincorporated areas of one or more counties....

The City of Vale had its first comprehensive plan acknowledged by the Land Conservation and Development Commission in 1985. The last comprehensive update of the plan occurred in 2003. At that time, the city had 52 acres of land used for industrial purposes, demonstrated a need for 28 additional acres, and had 38 acres of vacant industrial land available.

Based upon the 2013 Economic Opportunities Analysis (EOA), Vale has determined that it has an opportunity to expand its job growth opportunities over the next 20 years. The city has identified food processing, distribution/intermodal, green energy manufacturing, and small manufacturing, as projected new industries in the community that will generate new land needs. The EOA estimates the following land needs by employment type:

Food processing – 35 acres, two sites, 70 total acres
Distribution/intermodal – 35 acres, one site, 35 total acres
Green energy manufacturing – 50 acres, one site, 50 total acres
Small manufacturing – 25 acres, one site, 25 total acres

The total amount of acreage needed as justified by the EOA is 180 acres, with the site sizes as indicated above.

Vale has conducted a buildable lands inventory for industrial lands, both inside and outside of the current urban growth boundary (UGB). Within the current UGB, most vacant properties, both industrially zoned and zoned for other uses, are smaller than the 25 acre minimum size need, and thus were not analyzed. Of the four remaining candidate properties, the city rejected three properties for meeting its identified need for industrial lands, but tentatively included a fourth property:

Vale Municipal Airport – the airport consists of 160 acres on the southern end of the city and its urban growth boundary. While not all of the property is currently being used as an airport, the city rejected consideration of this site because of the potential conflicts with air traffic, the potential for future expansion of the airport and airport-related uses, the lack of good road access, and the fact that the site is the source of the city's potable water supply.

Vale Sewage Treatment Facility – the city's sewage treatment facility is located on 156 acres at the east end of the city and its urban growth boundary. A small part of the site is used as the actual treatment plant, and most of the remainder is used for settling ponds and other such aspects of sewage treatment. Therefore, the city has rejected consideration of this site for industrial development. The city intends to rezone this land from its current industrial zoning designation to a public lands designation, and officially remove it from its inventory of industrially zoned lands.

Glerup property – this 28.8 acre site is located at the northwest edge of the city's current urban growth boundary, bounded by Graham Blvd (Vale West Highway) to the south, Ash St. to the east, and bisected by Stage Road. While the site is theoretically large enough to accommodate a 25-acre industrial user, it is bisected by Stage Road and an associated drainage ditch. 20 acres of the site is relatively flat, but the 8 acres to the north and west of Stage Road have slopes exceeding 10%. The site is also adjacent to city residential land to the west. For these reasons, the city rejected further consideration of this site as industrial land.

Fulleton property – this 58 acre site includes about 40 acres currently inside the UGB and designated for future commercial uses, and 18 acres outside of the current UGB. The site is triangular in shape, bounded on the north by Graham Blvd (Vale West Highway) and on the south by the Wyoming Colorado railroad. The 2003 Vale comprehensive plan indicates that the city has a significant surplus of commercially-designated land to meet identified 20-year needs. Therefore, the city shall consider redesignation of this land for industrial purposes in conjunction with consideration of the addition of the 18 acres of the property not currently within the UGB in the location analysis below (designated as Site 2 in that analysis).

In summary, Vale determined, through its EOA, that the city has a need for approximately 180 acres of land for future industrial development, in five sites, with a minimum size of 25 acres. The city determined that 40 acres of this land need may be met on the Fulleton property contingent upon the addition of the remaining 18 acres of the property currently outside of the UGB into the UGB. Therefore, Vale needs to add either 140 or 180 acres of land suitable for the type of industrial development identified in its EOA to its UGB.

LOCATION

ORS 197.298 states:

(1) In addition to any requirements established by rule addressing urbanization, land may not be included within an urban growth boundary except under the following priorities:

(a) First priority is land that is designated urban reserve land under ORS 195.145, rule or metropolitan service district action plan.

(b) If land under paragraph (a) of this subsection is inadequate to accommodate the amount of land needed, second priority is land adjacent to an urban growth boundary that is identified in an acknowledged comprehensive plan as an exception area or nonresource land. Second priority may include resource land that is completely surrounded by exception areas unless such resource land is high-value farmland as described in ORS 215.710.

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

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

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

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

(a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;

(b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or

(c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

Goal 14 includes the following provisions regarding UGB locational issues:

The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:

- (1) Efficient accommodation of land needs*
- (2) Orderly and economic provision of public facilities and services*
- (3) Comparative environmental, energy, economic and social consequences; and*

- (4) *Compatibility of the proposed development with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

OAR 660-024-0060 states, in part:

(1) When considering a UGB amendment, a local government must determine which land to add by evaluating alternative boundary locations. This determination must be consistent with the priority of land specified in ORS 197.298 and the boundary location factors of Goal 14....

(e) For purposes of this rule, the determination of suitable land to accommodate land needs must include consideration of any suitability characteristics specified under section (5) of this rule, as well as other provisions of law applicable in determining whether land is buildable or suitable.

...

(3) The boundary location factors of Goal 14 are not independent criteria. When the factors are applied to compare alternative boundary locations and to determine the UGB location, a local government must show that all the factors were considered and balanced.

(4) In determining alternative land for evaluation under ORS 197.298, "land adjacent to the UGB" is not limited to those lots or parcels that abut the UGB, but also includes land in the vicinity of the UGB that has a reasonable potential to satisfy the identified need deficiency.

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

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

(7) For purposes of Goal 14 Boundary Location Factor 2, "public facilities and services" means water, sanitary sewer, storm water management, and transportation facilities.

(8) The Goal 14 boundary location determination requires evaluation and comparison of the relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. This evaluation and comparison must be conducted in coordination with service providers, including the Oregon Department of Transportation with regard to impacts on the state transportation system. "Coordination" includes timely notice to service providers and the consideration of evaluation methodologies recommended by service providers. The evaluation and comparison must include:

(a) The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB;

(b) The capacity of existing public facilities and services to serve areas already inside the UGB as well as areas proposed for addition to the UGB; and

(c) The need for new transportation facilities, such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and, for urban areas of 25,000 or more, the provision of public transit service.

First, the City of Vale, pursuant to OAR 660-024-0060(5), specified the site characteristics used to determine which properties would be studied. Properties studied met the following site characteristics:

At least 25 acres of developable land

Land with slope of less than 5%

Parcel size must exclude land within 100-year floodplain and wetlands, and must not be irregularly shaped, or made irregularly shaped by the existence of floodplain or wetlands.

Additional specific site standards for specific targeted industries are contained within the EOA.

Next, the city conducted a buildable lands inventory of land that met the site characteristics. In reviewing sites pursuant to the priorities expressed in ORS 197.298, none of the sites are located on land in the first three priorities (urban reserve, exception land, marginal land). Within the fourth priority, agricultural and forest land, none of the parcels were located on farm soils that are not either prime farmland, or farmland of statewide significance. As result, the following eight sites are all equally situated within the lowest priority category (although prime farmland, if irrigated, is considered of higher value than farmland of statewide significance):

Site 1: 112 acres located on the south side of Lagoon Drive east of the city and east of the city's existing sewage treatment plant. The site is bounded on the south by the Malheur River.

Site 2: 18 acres located between Graham Blvd. (Vale West Highway) and the Wyoming Colorado Railroad, consisting of that portion of an overall 58 acre site known as the Fulleton property. The other 40 acres of this property is already within the UGB, and is discussed above.

Site 3: 40 acres located to the west of Site 3, and also bounded to the south by the Wyoming Colorado railroad. This site is bounded to the north by Stage Road.

Site 4: 98 acres located to the west of the Vale Airport. This property has access from both north and west to Airport Road.

Site 5: 58 acres located north and west of Site 5, also west of the Vale Airport. This property also has access from both north and west to Airport Road.

Site 6: 49 acres located west of Ash St. and south of Highway 20.

Site 7: 107 acres located south of Site 7, bisected by a drainageway, and having a small amount of frontage along the north side of Airport Road.

Site 8: 89 acres located south and west of Site 8, bisected by a drainageway, having frontage on the north side of Airport Road.

Next, the eight candidate sites were evaluated against the four locational criteria factors contained within Goal 14. The following table summarizes the results:

Site	Factor 1: Efficient Accommodation of Land Needs	Factor 2: Provision of public facilities	Factor 3: ESEE consequences	Factor 4: Impact on adjacent rural farmland
1	Neutral.	Positive: has direct road access and is near to other public facilities.	Neutral: has only 16% prime soils, but is adjacent to Malheur River. 15 acres in 100 year floodplain is not buildable land.	Neutral: separated from farmland in three directions by major road or water – adjacent to the east.
2	Positive: would combine with land within existing UGB for more efficient use.	Positive: has good road access and utility access.	Positive: would consolidate with remainder of parcel already in UGB.	Positive: combined parcel is separated from farmland on three sides by road or existing UGB.
3	Neutral.	Positive: has good road and utility access, especially if developed in conjunction with Site 2	Positive: has only 30% prime soils, not adjacent to any environmental resources or existing residential areas.	Neutral: separated from farmland in two directions by road, on third side is adjacent to Site 2.
4	Neutral. Distant from city center, but adjacent to airport.	Negative: has road access, but poor access to sewer service.	Positive: has only 23% prime farm soils, not adjacent to any environmental resources or existing residential areas.	Negative: adjacent to good farmland on three sides.
5	Neutral: Far from city center, but near airport.	Negative: has road access, but poor access to sewer service	Positive: has only 31% prime farm soils, not adjacent to any environmental resources or existing residential areas.	Negative: adjacent to good farmland on all four sides.
6	Positive: Adjacent to existing urban area and State Highway 20.	Positive: Adjacent to Highway 20 and existing city services.	Negative: has 47% prime farm soils, is adjacent to a city public school.	Negative: adjacent to good farmland on two sides.

7	Neutral.	Negative: limited road access if not in concert with site 6.	Negative: has 52% prime farm soils, is bisected by a drainageway.	Negative: adjacent to good farmland on three sides.
8	Neutral.	Negative: has road access but poor access to sewer service	Negative: has 88% prime farm soils, is bisected by a drainageway.	Negative: adjacent to good farmland on all sides.

Based upon an analysis and weighing of the four Goal 14 factors, the City of Vale has determined that the nine candidate sites should be ranked in terms of favorability for addition to the UGB as follows:

1. Site 2 – because it is part of a parcel that is mostly already within the UGB
2. Site 3 – because it has no negative factors and is adjacent to Site 2
3. Site 1 – because it has little impact upon surrounding areas and has good facilities access
4. Site 4 – good location near airport, but poor access to some public facilities
5. Site 5 – adjacent to Site 4, but of lesser rank because it is farther away from existing UGB
6. Site 6 – adjacency to UGB is outweighed by loss of prime farm soils and adjacency to school
7. Site 7 – lower than Site 6 because farther from UGB and bisected by a drainageway.
8. Site 8 – lower than Site 7 because farther from UGB

When correlating site ranking with land need, the following sites are selected to be added to the UGB:

Site 2: 18 acres. Because site 2 includes 40 acres within the existing UGB, the overall land need from outside the UGB is thereby reduced from 180 acres to 140 acres.

Site 3: 40 acres.

Site 1: 97 buildable acres.

These three sites, totaling 155 acres, and of a size and shape to accommodate the specific site types and sizes identified in the EOA, will satisfy the City of Vale's need for industrial land.

EXHIBIT

F

CHAPTER 14 PLAN POLICIES

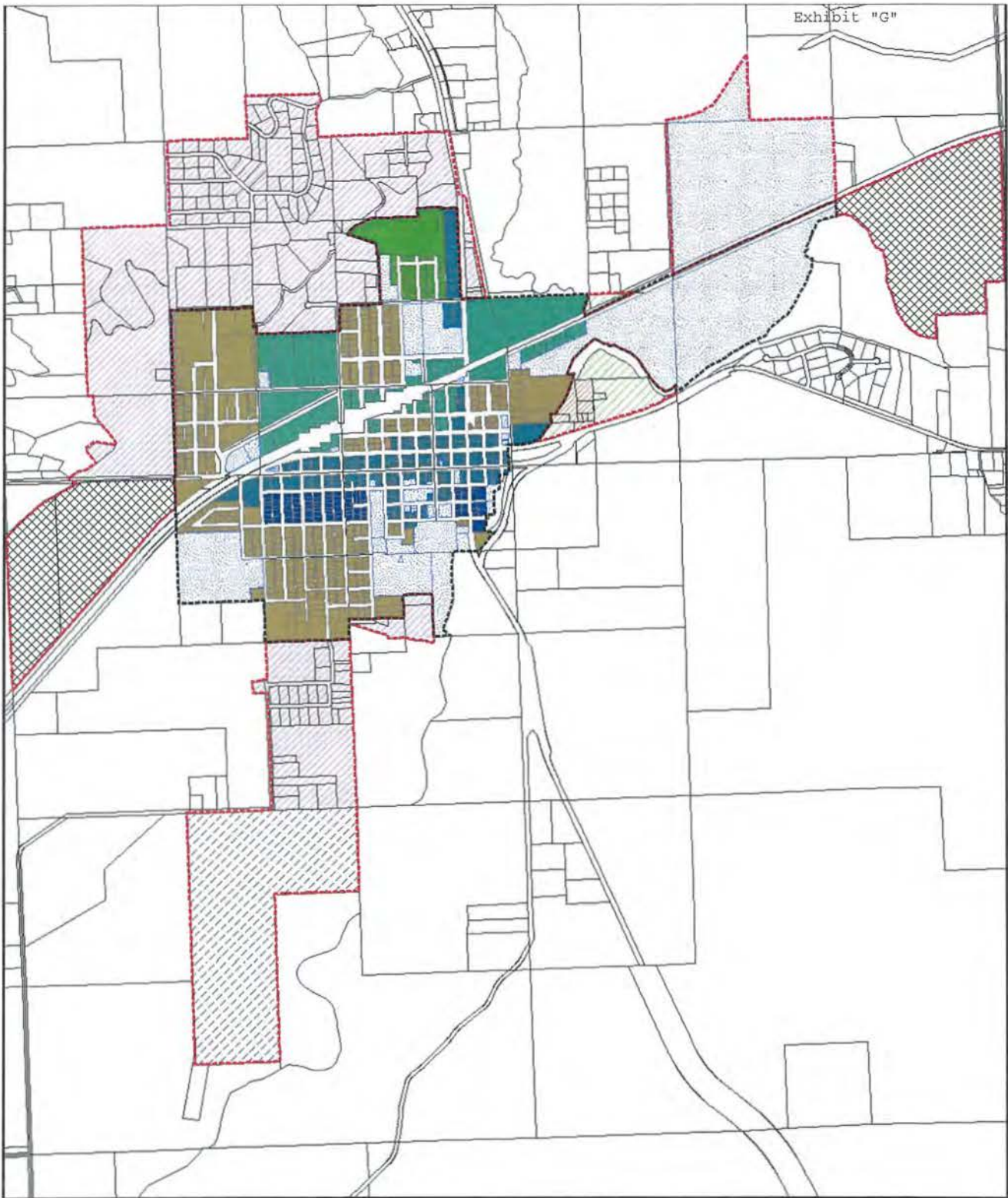
Chapter 14 Plan Policies

1. The city will not extend services to, nor annex, any land outside the Urban Growth Boundary.
2. The city will work with Malheur County to establish agreements on the form of development patterns desired by the city within the Urban Growth Boundary.
3. Services within the UGB shall be provided in such a manner as to be consistent with a compact and efficient pattern of growth at the least possible cost to the city. Sprawl; "leapfrog" development, or other forms that are inefficient shall be discouraged.
4. The provision of public facilities and services shall be coordinated such that if one service is provided to a new area, plans shall be submitted to the city for the provision of all services necessary to serve development in that area.
5. Once a year the city shall review the development of land within the UGB, including annexations, and shall determine whether or not to expand the UGB; this review and decision shall be consistent with current State Law, and shall incorporate the following guidelines:
 - a. If additional land is found to be required, land shall be chosen that can be efficiently provided with public services and facilities, including transportation.
6. Upon development of land within the Urban Growth Boundary any water rights on the developed land shall be transferred to other farmland that is either under-irrigated or has no water rights. To the greatest extent possible, the land that receives the rights shall be of a soil type that is equivalent to that from which the rights came.
7. The city will coordinate with Malheur County to manage development in the UGB in accordance with the Urban Growth Area Joint Management Agreement. The agreement shall be reviewed from time to time to ensure coordination and efficiency of process.

EXHIBIT

G

PROPOSED COMPREHENSIVE
PLAN MAP



GDA, JAN 20 14



0 1,500 Feet

Legend

- CITY LIMITS
- URBAN GROWTH BOUNDARY
- PUBLIC FACILITIES ZONE
- UGB INDUSTRIAL

ZONE WITHIN CITY LIMITS

- V-C - Neighborhood Commercial
- V-I - Light Industrial

ZONE WITHIN UGB

- V-R - Residential
- V-R1 - Single Family Residential
- V-R2 - Duplex & Residential
- V-AP - Airport
- V-C - Neighborhood Commercial

ZONE WITHIN UGB

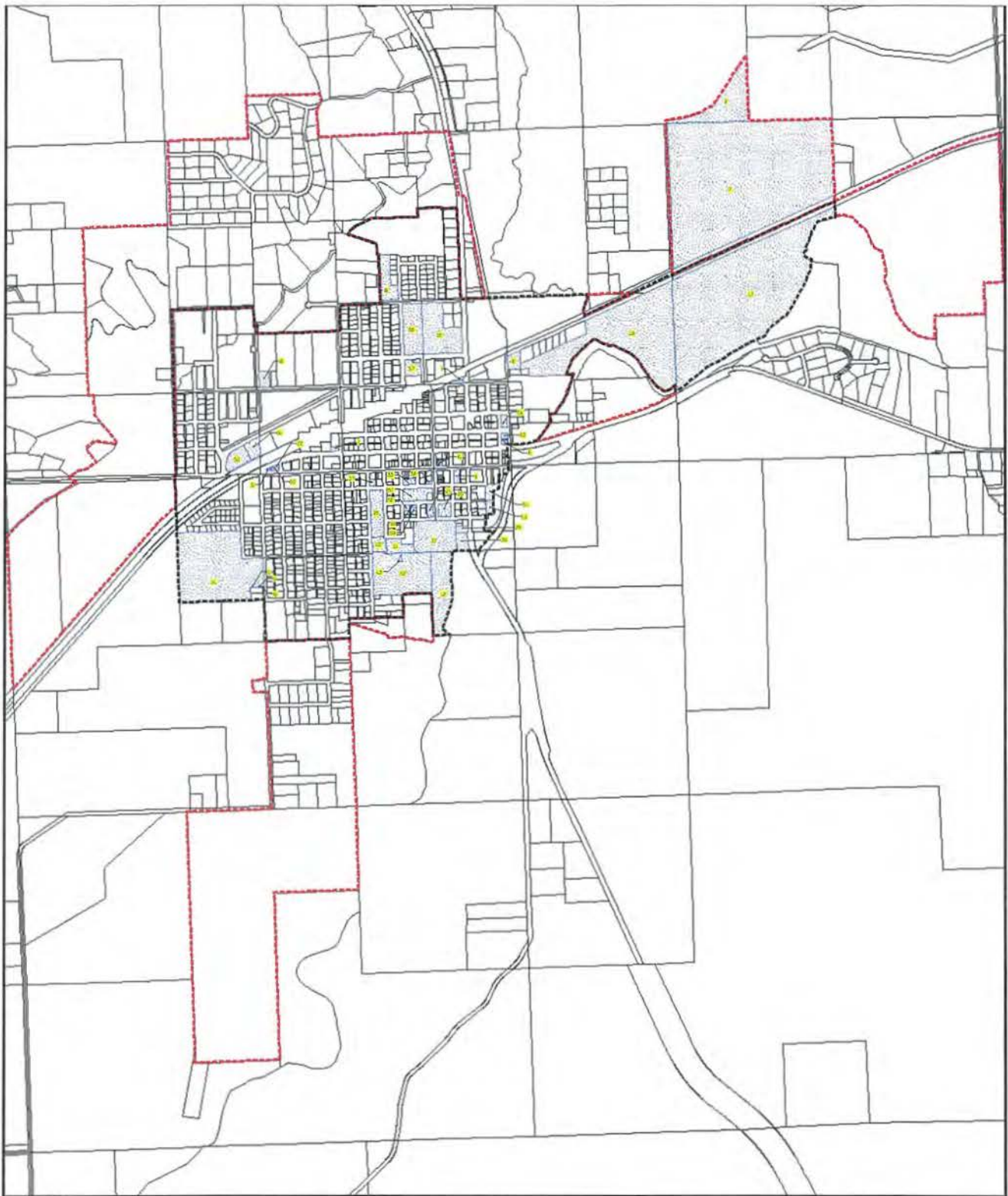
- V-I - Light Industrial
- V-R - Residential

MAP #2 - COMPREHENSIVE PLAN MAP

EXHIBIT

H

PROPOSED ZONING MAP



GINA JAN 20 14



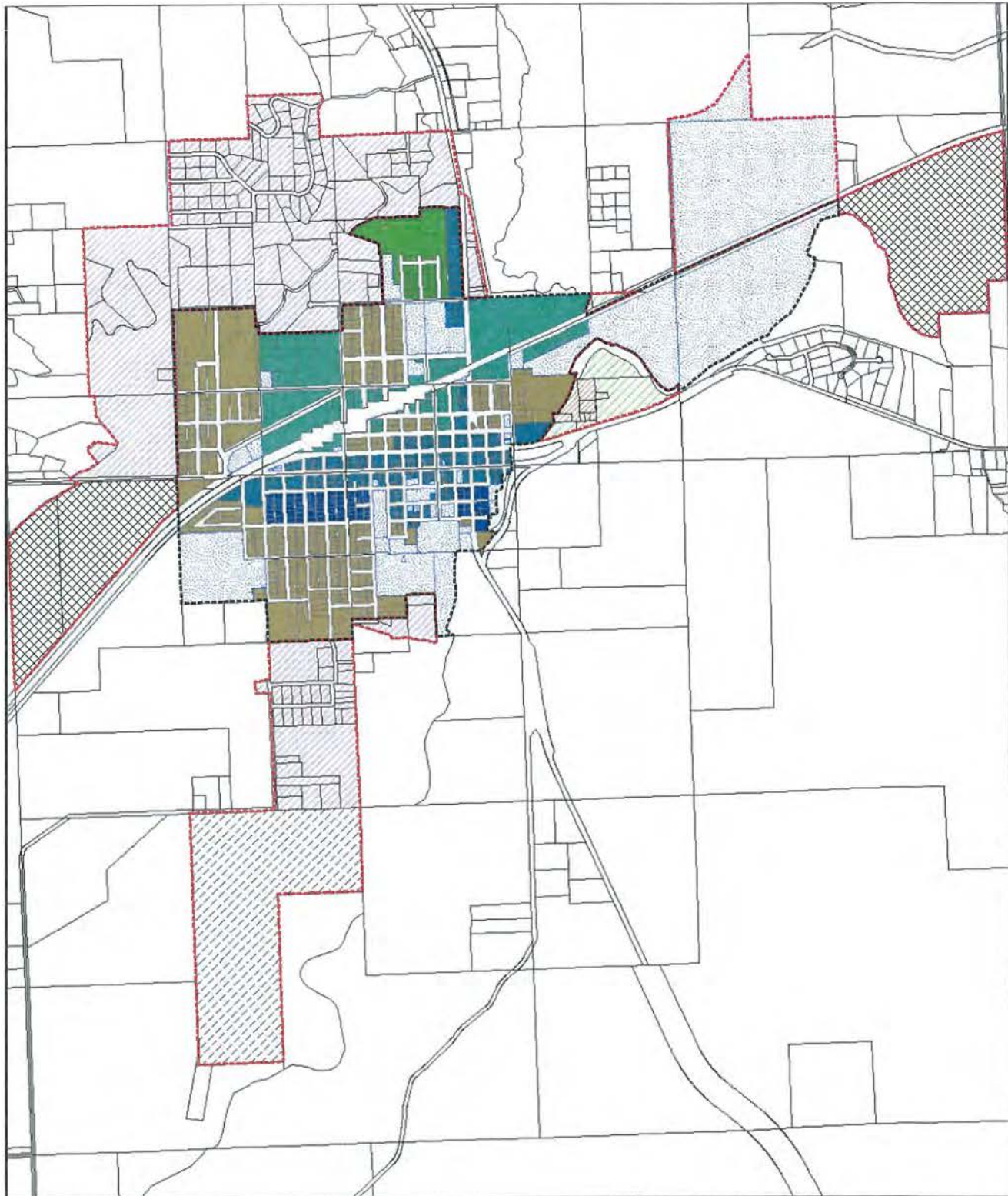
0 1,500 Feet

- Legend
- CITY LIMITS
 - URBAN GROWTH BOUNDARY
 - PUBLIC FACILITIES ZONE

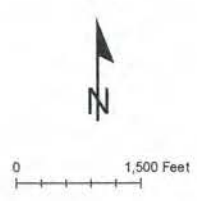
MAP #1 - PUBLIC FACILITIES ZONE

Map Number	Property Owner Name and Address	Acres	Zone
Vale			
Conversion within UGB for Industrial use:			
18S 45 30 100	FULLETON, LONNIE W 1415 GRAHAM BLVD VALE, OR 97918		40 V-C
	Total acres proposed for conversion from UGB V-C (Commercial) to UGB V-I (Industrial)		
UGB Expansion; conversion from farm use to Industrial use:			
18S 45 30 100	FULLETON, LONNIE W 1415 GRAHAM BLVD VALE, OR 97918		18 C-A1
18S 45 30 300	MC ELROY, THOMAS & LINDA 3790 Stage Rd VALE, OR 97918		40.9 C-A1
18S 45 21 100	DAVIES, EDWARD & MAXINE 1074 W 1ST ST WEISER, ID, 83672		117.82 C-A1
	Total acres proposed for UGB expansion and conversion from C-A1(EFU) to UGB V-I (Industrial)		176.72
UGB Expansion; conversion from farm use to Public Facilities use:			
18S 45 16 1500	CITY OF VALE LAGOON FARM GROUND		8.75 C-A1
	Total acres proposed for UGB expansion and conversion from C-A1 (EFU to UGB V-PF (Public Facilities)		8.75
Conversion within UGB of publicly owned land from current zoning (Industrial) to Public Facilities use:			
18S 45 20D 1300	Vale, City of 252 B St West, Vale, OR 97918		1.09 V-I
18S 45 19DA 600	Vale, City of 252 B St West, Vale, OR 97918		0.94 V-I
18S 45 21 200	Vale, City of 252 B St West, Vale, OR 97918		101.4 V-I
18S 45 21 500	Vale, City of 252 B St West, Vale, OR 97918		90.33 V-I
18S 45 20D 100	Vale, City of 252 B St West, Vale, OR 97918		58.84 V-I
	Total acres proposed for conversion from city and UGB V-I (Industrial) to city and UGB PF (Public Facilities)		252.6
Conversion within UGB of publicly owned land from current zoning (Residential) to Public Facilities use:			
18S 45 20 BC 5700	Vale, City of 252 B St West, Vale, OR 97918		3.19 V-R
18S 45 29BA 4200	Vale, City of 252 B St West, Vale, OR 97918		2.78 V-R1
18S 45 29 900	Vale, City of 252 B St West, Vale, OR 97918		6.1 V-R1
18S 45 29 800	Vale, City of 252 B St West, Vale, OR 97918		6.75 V-R1
18S 45 30A 100	School District #84 505 Viking DR S, Vale, OR 97918		38.98 V-R1
18S 45 29BB 7100	School District #84 505 Viking DR S, Vale, OR 97918		0.8 V-R1
18S 45 29BC 3600	School District #84 505 Viking DR S, Vale, OR 97918		0.08 V-R1
18S 45 29BC 2100	School District #84 505 Viking DR S, Vale, OR 97918		10.94 V-R1
	Total acres proposed for conversion from city and UGB V-R (Residential) to city and UGB PF (Public Facilities)		66.63
	Total acres within UGB in current Industrial and Residential zoning proposed for conversion to Public Facilities zoning		319.23

H



GINA JAN 2014



Legend		ZONE WITHIN CITY LIMITS		ZONE WITHIN UGB	
CITY LIMITS		V-C - Neighborhood Commercial	V-R - Residential	V-AP - Airport	V-I - Light Industrial
URBAN GROWTH BOUNDARY		V-I - Light Industrial	V-R1 - Single Family Residential	V-C - Neighborhood Commercial	V-R - Residential
PUBLIC FACILITIES ZONE		V-R2 - Duplex & Residential			
UGB INDUSTRIAL					

MAP #3 - ZONING MAP

EXHIBIT

I

CODE AMMENDMENTS

ORDINANCE #866

2014 Code Amendments

Ordinance #866

The following amendments are made to the City of Vale City Code, Title VIII, Zoning, through adoption of Ordinance #866, in February of 2014. This text is the "new" or "replacement" text for sections that have been deleted as a result of Ordinance #866. For a full explanation of sections that have been deleted, refer to Ordinance #866.

Addition: On page 278 of the Code, directly following the end of the Table of Contents, is a section entitled "History". There is no other identifier for this section. To this section is added the following text:

"In 2014 Ordinance various amendments were made to multiple sections of the Zoning Code (*Ordinance #866, 02/2014*); for a full description of deletions and additions please refer to Ordinance #866.

Addition:

8.1.6 (B) "amended by *Ord. #866, 02/2014*)"

Addition:

8.1.7 "*amended by Ord. #866, 02/2014*)"

Delete:

8.1.8

Replace with:

8.1.8 A proposal to amend the Comprehensive Plan or a land use regulation, or to adopt a new land use regulation, shall be forwarded to the Director of the Oregon Department of Land Conservation and Development (DLCD) at least thirty-five (35) days before the final city Council hearing on adoption. The proposal submitted shall conform to current State Law and DLCD policy for such submittals, and may include any additional information the City Council deems necessary to inform the Director as to the effect of the proposal.

Addition:

Section 8.15D.2 add to the schedule of permitted uses the following:

- Agricultural processing, including food processing
- Server "farms"

Section 8.15D.4 add subparagraph "F" to read as follows:

- (F) Minimum lot size for new parcels in the UGA Industrial Zone shall be no less than 25 acres unless the "parent" parcel is smaller than 25 acres on the effective date of Ord. #866, or, a division of a parcel that is 50 acres or more in size on the effective date of Ord. #866 will leave a remainder that is less than 25 acres.

Delete:

Chapter 17 in its entirety;

Replace with:

8.17.1 PURPOSE

Public Facility (PF) Zone, The PF zone is designed to provide areas which are designated for Government or public utility facilities, and which can be held or developed by public and utility agencies; and, to assure that such public facility development occurs in a manner compatible with surrounding uses. Uses permitted outright in the PF Zone are allowed only on those lands owned, operated, leased to; or, that support facilities owned, operated or leased to the following entities:

- 1) Federal, State and Local Governments;
- 2) Public School Districts
- 3) State or Community Colleges and Universities

8.17.2 Uses permitted outright in the **PUBLIC FACILITY (PF) ZONE.**

Public service facilities and minor betterments thereof including those specific to Schools and including Rodeos, City or County Fairs and Agricultural shows.

8.17.3 Lot size requirements

Lots or parcels shall have size and dimensional standards as necessary to accommodate the structures, traffic circulation, off-street parking, loading and unloading, and similar activities necessary for and associated with the use proposed or existing on the subject property. The lot size must be approved by the Planning Commission and City Council from detailed plans presented by the applicant to those decision makers.

8.17.4 Setback requirements

Setback requirements for lots shall be sufficient to allow parking, loading and related traffic circulation as needed by the use.

EXHIBIT

J

PUBLIC PARTICIPATION

February 5, 2014

To MALHEUR ENTERPRISE, 289 A Street West, Vale, OR 97918

To publish attached Legal Notice in 1 issue \$202.50

STATE OF OREGON)
County of Malheur) ss.

I, Rachel Haueter, being first duly sworn, depose and say that I am the Account Manager of the *Malheur Enterprise*, which is a weekly newspaper of general circulation, published in Vale in said county and state, that such newspaper is made up of at least four pages of six columns each and at least 21 inches in depth of matter, that such newspaper was regularly and uninterruptedly published each week of the last 12 consecutive months preceding the first publication of the attached legal notice and has more than 200 bona fied subscribers within said county; that the legal notice of which the one hereto attached is a true and correct copy as printed, was published in the regular and entire issue of said newspaper and not in any supplement thereof, once each week for 1 successive and consecutive week, being published 1 time commencing with the issue dated the

5th day of February, 2014
and ending with the issue dated the
5th day of February, 2014.

The amount of charge actually made and to be collected for such publication is \$202.50.

Rachel Haueter

Rachel Haueter
Account Manager

Subscribed and sworn to me the 6th day of February, 2014

Roberta Lee Buttice

Notary Public of Oregon



**CITY OF VALE NOTICE OF JOINT P
OUNCIL LEGISLATIVE LAND U**

Notice is hereby given of the following matter(s):
Commission and City Council at 7:00 P.M. on (Tu
held at the City Council Chambers in Vale City Ha
an alternate location be deemed necessary due to
will be posted on the door of the Council Chamber
CITY LAND USE ACTION #VA-14-01, ORDIN
Vale to determine if the city's Industrial Land supp
land supply by converting 40 acres of land within t
trial; expanding the Urban Growth Area by inclusio
to be zoned for Industrial use; and, expanding the U
acres in farm use to be zoned for Public Facilities u
amend the Zoning Regulations to include a revised
the Urban Growth Boundary that is publicly owned
and by School Districts) from current zoning to the
with the actual build-out and use of those properti
ing zoning to Public Facilities includes 240 acres
currently zoned Commercial; and, 82 acres of land
To accomplish these proposals the city will consi
changing the Comprehensive Plan, Zoning Regul
and expanding the Urban Growth Area. Selected pr
Urban Growth Area; and selected properties curre
be placed into the Urban Growth Area for the City
THE AFFECTED AREA, AND PROPERTY A
LOWS: All property within the City Limits and U
parcels outside the Urban Growth Boundary as sho
The Planning Commission will hear the matter and
who will decide to approve, approve with modifi
their decisions on decision criteria and standards a
conducted in accordance with notice and procedur
Municipal Code, Oregon Revised Statute and Oreg
A copy of the notice and procedural requirements,
all documents and evidence relied upon by the ap
the Offices of the City of Vale in City Hall at 252 I
obtained at a cost of \$.25 per page; however, the
will be made; however, no guarantee of delivery
will be available for inspection and review no les
and copies may be obtained at a cost of \$.25 per p
Comments on this matter may be submitted in wr
on the date of the hearings, or submitted in writing
comments made in person, at any location or time
with State Law, be considered by the decision-mak
to raise an issue in person at a hearing, or in writing
to allow the decision maker an opportunity to resp
Board of Appeals (LUBA).
If special accommodations for the physically chall
City of Vale at (541) 473-3133. If you have questio
ley, Vale City Manager, at City Hall at the noted ad
exhibits is available for inspection at:
Vale City Hall
252 B Street West
Vale, OR 97918
Lynn Findley
City Manager, City of Vale
Publish Date: February 5, 2014

ATTN: Legal Notices

CITY OF VALE NOTICE OF JOINT PLANNING COMMISSION AND CITY COUNCIL LEGISLATIVE LAND USE ACTION PUBLIC HEARINGS

Notice is hereby given of the following matter(s) which will come before the City of Vale Planning Commission and City Council at 7:00 P.M. on (Tuesday), (February) (25), 2014; both hearings to be held at the City Council Chambers in Vale City Hall, 252 B Street West, Vale, Oregon, 97918, unless an alternate location be deemed necessary due to large attendance, in which case change of location will be posted on the door of the Council Chambers.

CITY LAND USE ACTION #VA-14-01, ORDINANCE #866; As a result of an effort by the City of Vale to determine if the city's Industrial Land supply was adequate, the city proposes to increase that land supply by converting 40 acres of land within the Urban Growth Area from Commercial to Industrial; expanding the Urban Growth Area by inclusion of approximately 177 acres currently in farm use to be zoned for Industrial use; and, expanding the Urban Growth Area by inclusion of approximately 9 acres in farm use to be zoned for Public Facilities use. In addition to these actions, the city proposes to amend the Zoning Regulations to include a revised Public Facilities Zone, and to convert land within the Urban Growth Boundary that is publicly owned (by Federal, State, County and City Governments, and by School Districts) from current zoning to the new Public Facilities Zone in order to be consistent with the actual build-out and use of those properties. The amount of land to be converted from existing zoning to Public Facilities includes 240 acres of land currently zoned Industrial; 6 acres of land currently zoned Commercial; and, 82 acres of land currently zoned Residential.

To accomplish these proposals the city will consider adoption of Ordinance #866. The City will be changing the Comprehensive Plan, Zoning Regulations, Comprehensive Plan Map and Zoning Map and expanding the Urban Growth Area. Selected properties will be rezoned within the City Limits and Urban Growth Area; and selected properties currently within the jurisdiction of Malheur County will be placed into the Urban Growth Area for the City's future land needs.

THE AFFECTED AREA, AND PROPERTY AFFECTED BY THIS PROPOSAL IS AS FOLLOWS: All property within the City Limits and Urban Growth Area of the City of Vale, and specific parcels outside the Urban Growth Boundary as shown on maps available at the City Hall.

The Planning Commission will hear the matter and recommend approval or denial to the City Council who will decide to approve, approve with modifications, or deny the matter. Both bodies will base their decisions on decision criteria and standards applicable to the proposal, and the hearings will be conducted in accordance with notice and procedural requirements for hearings, as set forth in the **Vale Municipal Code**, Oregon Revised Statute and Oregon Administrative Rule.

A copy of the notice and procedural requirements, decision criteria and standards, application(s) and all documents and evidence relied upon by the applicant(s) are available for inspection at no cost at the Offices of the City of Vale in City Hall at 252 B Street West, Vale, Oregon, 97918. Copies may be obtained at a cost of \$.25 per page; however, the proposal is lengthy. Attempts to email the material will be made; however, no guarantee of delivery can be made due to technical issues. Staff Reports will be available for inspection and review no less than seven days prior to

each hearing, at no cost, and copies may be obtained at a cost of \$.25 per page.

Comments on this matter may be submitted in writing to the City at the noted address by 5:00 P.M. on the date of the hearings, or submitted in writing or by oral testimony at either of the hearings. Oral comments made in person, at any location or time other than at these hearings, will not, in accordance with State Law, be considered by the decision-makers to be a basis for any standing or appeal. Failure to raise an issue in person at a hearing, or in writing prior to or at the hearing, with sufficient specificity to allow the decision maker an opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA).

If special accommodations for the physically challenged are required at the hearing please contact the City of Vale at (541) 473-3133. If you have questions regarding this notice, please contact Lynn Findley, Vale City Manager, at City Hall at the noted address or phone number. The City Ordinance and all exhibits is available for inspection at:

Vale City Hall
252 B Street West
Vale, OR 97918

Lynn Findley
City Manager, City of Vale

PUBLISH: ON OR BEFORE (Wednesday), (February) (5), 2014

CITY OF VALE
PLANNING & ZONING COMMISSION
LAND USE ISSUE AND UGB EXPANSION
FEBRUARY 19, 2014
7PM
VALE CITY HALL
WORK SESSION

SIGN IN SHEET

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>	<u>EMAIL</u>
Scott Kelso	483 Yakima St	541-212-6195	SWKConstruction@gmail.com
Quinn Mulvaney	1315 Thurston Sp Rd	541-212-5926	q.mulvaney@gmail.com
Colleen Hawley	434 Yakima St.	541-881-6463	Colleen.hawley@vale.k12.or.us
Derril Keller	1531 Hwy 206	541-473-2462	rekkel5@gmail.com
Brian Wolfe	3982 Birch Rd	541-881-6205	bwolfe@malheurco.org
JOHN RUMSEY	1460 MORTON ST. W	541-473-3245	
Gary Page	615 16th St N	541-216-9102	@gary.page@malheurco.org
Brad Williams	579 I ST. W	541-881-6060	bw1164@gmail.com
Travis Johnson	1106 D St. W	541-212-5914	tjohns71@hotmail.com
John Bruce		541-473-3777	malheur@fmc.com
Goan Taylor	See Card		
Lynn Indig	2520 BET	541-473-3333	VALECITY@malheur.gov

ATTN: Legal Notices

CITY OF VALE NOTICE OF JOINT PLANNING COMMISSION AND CITY COUNCIL LAND USE ACTION PUBLIC WORKSHOP

Notice is hereby given of the following matter(s) which will be discussed before members of the City of Vale Planning Commission and City Council at 7:00 P.M. on (Wednesday), (February) (19), 2014; at the City Council Chambers in Vale City Hall, 252 B Street West, Vale, Oregon, 97918, unless an alternate location be deemed necessary due to large attendance, in which case change of location will be posted on the door of the Council Chambers.

CITY LAND USE ACTION #VA-14-01, ORDINANCE #866; As a result of an effort by the City of Vale to determine if the city's Industrial Land supply was adequate, the city proposes to increase that land supply by converting 40 acres of land within the Urban Growth Area from Commercial to Industrial; expanding the Urban Growth Area by inclusion of approximately 177 acres currently in farm use to be zoned for Industrial use; and, expanding the Urban Growth Area by inclusion of approximately 9 acres in farm use to be zoned for Public Facilities use. In addition to these actions, the city proposes to amend the Zoning Regulations to include a revised Public Facilities Zone, and to convert land within the Urban Growth Boundary that is publicly owned (by Federal, State, County and City Governments, and by School Districts) from current zoning to the new Public Facilities Zone in order to be consistent with the actual build-out and use of those properties. The amount of land to be converted from existing zoning to Public Facilities includes 240 acres of land currently zoned Industrial; 6 acres of land currently zoned Commercial; and, 82 acres of land currently zoned Residential.

To accomplish these proposals the city will consider adoption of Ordinance #866. The City will be changing the Comprehensive Plan, Zoning Regulations, Comprehensive Plan Map and Zoning Map and expanding the Urban Growth Area. Selected properties will be rezoned within the City Limits and Urban Growth Area; and selected properties currently within the jurisdiction of Malheur County will be placed into the Urban Growth Area for the City's future land needs.

This is an informational sharing workshop and no decisions will be made.

THE AFFECTED AREA, AND PROPERTY AFFECTED BY THIS PROPOSAL IS AS FOLLOWS: All property within the City Limits and Urban Growth Area of the City of Vale, and specific parcels outside the Urban Growth Boundary as shown on maps available at the City Hall.

If special accommodations for the physically challenged are required at the workshop please contact the City of Vale at (541) 473-3133. If you have questions regarding this notice, please contact Lynn Findley, Vale City Manager, at City Hall at the noted address or phone number.

Vale City Hall
252 B Street West
Vale, OR 97918

Lynn Findley
City Manager, City of Vale

PUBLISH: ON OR BEFORE (Wednesday), (February) (12), 2014

The City of Vale, Oregon

252 B Street West • Vale, OR 97918

Phone: (541) 473-3133 • FAX: (541) 473-3895

TTY-VOICE 1-800-735-2900



Malheur County Seat

February 10, 2014

Mr. Lynn Findley
City Manager
252 B Street W
Vale, OR 97918

Dear Mr. Findley,

Today I mailed to the following, "The City Of Vale Notice Of Legislative Land Use Action: This is to Notify You That The City Has Proposed A Land Use regulation That May Affect the Permissible Uses of Your Property And Other Properties":

Mr. Lonnie Fulleton	1415 Graham Boulevard	Vale, OR
Mr. & Mrs. Thomas McElroy	3790 Stage Road	Vale, OR
Mr. & Mrs. Edward Davies	1074 W 1 st Street	Weiser, ID
Vale School District (Matt Hawley)	403 E Street W	Vale, OR
Malheur County (Alvin Scott)	251 B Street W	Vale, OR
BLM (Trisha Skerjanec)	100 Oregon Street E	Vale, OR
Mr. & Mrs. Allen White	1497 Frontier Lane	Vale, OR
ODOT (JR Lattin)	541 Stanton Boulevard	Ontario, OR

Sincerely,

Renee Churchill
Administrative Manager

The City of Vale is an Equal Opportunity Employer/Provider

CITY OF VALE NOTICE OF LEGISLATIVE LAND USE ACTION
THIS IS TO NOTIFY YOU THAT THE CITY HAS PROPOSED A LAND USE REGULATION THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES.

If you are an Agency, Community Organization or otherwise stand to be affected by this action, you are hereby notified of an opportunity to provide comment.

On February 25, 2014, at 7:00 P.M. the City of Vale Planning Commission and City Council will hold public hearings on the matter as explained below. These hearings will be held in the Council Chambers, Vale City Hall, at 252 B Street West in Vale, Oregon, 97918. The Planning Commission will make a recommendation to the City Council who will decide the matter.

City of Vale Application #VA-14-01; Ordinance #866: The City of Vale has determined that adoption of this Ordinance may affect the permissible uses of your property and all properties within the City Limits, and may change the value of your property. Ordinance #866 will become effective one (1) to thirty (30) days following adoption. Ordinance #866 is available for inspection at the locations listed in this notice, and in the offices of the City of Vale at City Hall at the above noted address. Copies of this ordinance can be purchased from the City at a cost of \$0.25/page. For additional information regarding Ordinance #866 you may call the City of Vale at (541) 472-3133.

The City is considering this Ordinance in response to a need to update the employment lands supply to be consistent with State Law as regards current and future opportunities, and to address the issue of land owned by Federal, State, County, City and School Districts being zoned in a manner inconsistent with the actual ownership and use. The City wishes to convert existing land within the Urban Growth Boundary from Commercial to Industrial; to add additional lands currently zoned for farm use to the Urban Growth Area and rezone them for Industrial use; to add an additional parcel currently zoned for farm use to the Urban Growth Area and rezone it for Public Facilities use; and, to rezone all lands within the Urban Growth Boundary owned by Government entities or School Districts to Public Facilities. You are being sent this notice with the above text as a mandated requirement of Ballot Measure 56 approved by the voters on November 3, 1998, in accordance with Oregon Revised Statute 227.186, because your property is located within the area proposed to be "rezoned" within the City of Vale or Malheur County, or you are a person, agency or organization which may be affected by this action.

THE AFFECTED AREA, AND PROPERTY AFFECTED BY THIS PROPOSAL IS AS FOLLOWS: All property within the City Limits of the City of Vale owned by a Government entity or School District; and four individual properties, one of which is within the UGB and the others which are contiguous to the UGB and whose owners have consented to this action. Comments on this matter may be submitted in writing to the City of Vale at the noted address by 5:00 P.M. on the date of the hearings, or submitted in writing or by oral testimony at either of the hearings. Oral comments made in person, at any location or time other than at the hearings, will not be considered by the decision-maker nor State Law to be a basis for any standing or appeal. Failure to raise an issue in person at a hearing, or in writing prior to or at the hearing, with sufficient specificity to allow the decision maker an opportunity to respond to the issue, precludes appeal to a higher jurisdiction.

If special accommodations for the physically challenged are required at the hearing please contact the City of Vale at (541) 473-3133. If you have questions regarding this notice, please contact Lynn Findley, Vale City Manager, at Vale City Hall at the noted address or phone number. The ordinance and all exhibits are available for inspection at:

Vale City Hall
252 B St West, Vale, OR 97918

**City of Vale Planning & Zoning Commission
Land Use Issue and UGB Expansion Work Session
February 19, 2014**

The City of Vale Planning & Zoning Commission Land Use Issue and UGB Expansion Work Session was called to order at 7:00 P.M. by Mayor Lynn Findley.

Planning & Zoning Commission Members present:

Scott Kelso, Chairman
Derril Keller
Gary Page
Colleen Hawley
Quinn Mulvaney

Members not present:

Jon Dentinger

Vale City Staff present:

Lynn Findley,
Rene Churchell

Grant Young, Dept of Land Conservation & Development

Alvin Scott, Malheur County Planning & Zoning

Brian Wolfe, Malheur County Sheriff

Brad Williams, Vale City Councilman

Travis Johnson, Vale City Councilman

John Braise, Malheur Enterprise

John Rumsey,

Lynn Findley -- I would like to welcome you to the City of Vale Planning Commission workshop on our upcoming land use action considering our urban growth boundaries expansion and our rezoning of a considerable amount of land within the city limits. This is a unique experience that we are going through, and it's probably the largest land use action we have taken since we adopted our Comprehensive Plan in the mid-70's. It's a formal workshop, there will be no decisions made tonight. We are recording the meeting, and the transcript will be developed and become a part of the package for our Comprehensive Plan amendment, which is part of the Land Conservation Department. We are going to try to be free and open, but I would ask that if you have questions, state your name and ask your question so we can get it on the record of the process. The goal for tonight is to have you aware and understand our process of what we are doing. I have maps here that I will go through. You have maps in your packet. Unfortunately, you have about a third of the packet, it's still being received, our staff report is being brought down tonight, and I just received some of the other components. At our hearing, which is next Tuesday, I will have a full packet for you, comb-bound so you can walk through the process.

City of Vale Planning & Zoning Commission
Land Use Issue and UGB Expansion Work Session
February 19, 2014

The intent for tonight is to bring you up to speed on what we have been doing for the last 3½ years in our land use process, so please, as I go through this, because I have done this for 3½ years, I am pretty familiar with it, I know that you are not, and that's okay. The goal is to bring you up to speed as best I can so you will understand where we are at so you can make an informed decision next week. The process will be: the Planning Commission will have a hearing and make their recommendations one way or the other, to the City Council, who will meet immediately after the Planning Commission next Tuesday, and their recommendations will then be taken to the County Planning Commission the end of March, and their recommendations will then be taken to the County Court for Comprehensive Plan adoption. Then it all goes to the State for their review. Senate Bill 100 was enacted in the 70's, identifying the land use planning process in Oregon. The number one driver for that was public participation, and that is why we are doing what we are doing tonight. We have it recorded, I put a notice in the paper, I have talked to people on the streets to try to get some participation, but it's a very transparent process, and that's why we are not making a decision tonight, because we didn't say we were. We said we are having a workshop to educate everyone so you understand. I appreciate the council members being here, so it will be easier next week when we go through and I read the Staff Report to you. I will have a copy of it to you in advance, as quickly as I can get it, and part of the package. It's a very exciting time for Vale, as we go through this process. This is a phenomenal endeavor. Our Comprehensive Plan was first amended in 1985, then it was amended again in 2003 to include some property where the lagoons are, and hasn't been touched, so we are doing a pretty broad scale Comprehensive Plan amendment, fixing a lot of things that haven't been addressed in a long time.

The maps behind me, the one closest to Alvin is the existing zone. That is the existing conditions today. As you look at that map, and it is color-coded, the key is on the bottom. The two yellow sections on the east and west side are outside our Urban Growth Boundary today. They are in the County, they are zoned County exclusive farm use ground. Those are the two parcels we hope to bring into the Urban Growth Boundary. The map in the middle depicts all of the publicly owned property within the City and the Urban Growth Boundary and the proposed Urban Growth Boundary. What that reflects is all of the city-owned ground, the sewer lagoons, the city-owned effluent farm ground, city hall, the shops, the park, the rodeo grounds. It includes the county courthouse and the county yard. It includes all of the school district property, which there is a considerable amount of, and the Bureau of Land Management, as well as the Oregon Department of Transportation. In all those blocks, there is about 327 acres of publicly-owned ground that is currently zoned industrial, commercial and residential. So, when you do a query of our database right now today, to see how much residential ground we have, it's going to show wherever the high school is, in the lower left hand corner, 38 acres of high school property, it's going to show that as residential. So, we really don't have a good grasp of what we got. So, in this process, we are taking all of the City-owned property, except for 6½ acres, and converting it to public facility zone. The reason there is 6½ acres that we are not converting is that the two Ore-Ida potato sheds over by the fire station are on City-owned property that is on a 99 year lease to Ore-Ida for those potato sheds. It's appropriately industrial use right now so we are not changing it. That's what the second map reflects. That's a major component of what we are doing. The charts on the bottom, and you have these in your packets, depicts every parcel that I am referring to, who owns it, how many acres it is. The third map over, it's called Map No. 2,

City of Vale Planning & Zoning Commission
Land Use Issue and UGB Expansion Work Session
February 19, 2014

the Comprehensive Plan Map, is what the map will look like after we are done and if everyone thinks this is the right thing to be doing. It reflects the black hashed areas on the far east and west side of town as Urban Growth Boundary industrial property. The blue areas reflect the lagoons. The big hashed area down at the bottom of the map is the airport overlay. We are not doing anything with any other zoning any place else except east and west and the public facilities zone. This map, in my opinion, is the coolest map of all, because as people say, why the heck are you doing what you are doing and why did you select these properties to do, this map tells exactly why, because the big blue hash lines is the 100 year flood plane. You can't build, you can't do any industrial development in a flood plane. So, when we start looking at where can we identify employment sites for industrial land, we have to exclude the flood plane. That leaves this property out here that is quasi-flat and this property here. When you get up to this area north of Cottonwood Subdivision, and the hills, that's not suitable ground for industrial site. You can't come south because of the river, and some conditions of the urban growth boundaries are that they must be contiguous with city limits. You can't have polygons of islands out away from your city and be part of that. So, if we were to go out here, I would have to annex all that property in there. I don't think I could survive that, because there are a lot of people who live south of there who would not want to be residents of the City, and I don't blame them. Logically, it makes sense to go east and west to stay out of flood planes, and this map depicts that in a very good manner. So, that's the maps we have. You have these maps in your packet. You will get another complete copy of them. This map really tells the story of why we did what we did.

Before we get too far into it, I need to state a couple of things. We wouldn't be able to do what we are doing without the help of Malheur County. We have been at this for 3½ years and when we started, everyone said this is not a bad thing, you can do it in 90 days, it just takes about \$100,000 and hire a contractor. Last time I looked, we didn't have \$100,000 in our budget, so when we started out, the County offered some assistance and the Department of Land Conservation provided some assistance, the Governor's Office provided some assistance, and we have been at it for quite a while. Without their help we could not have done it. As we got our buildable lands inventory done which shows what land is available and vacant, just because it's zoned doesn't mean it is available and vacant, so we completed a buildable lands inventory. Then we completed an economic opportunities analysis, to say, what industry do you want? I think some of that information is in front of you. So we sited some of the information of what we wanted, then we fought a little bit of "not in my back yard" scenario, and I pretty much mooted that argument pretty well because as you look at this industrial site out here, my house is up on the hill looking right at it. So, I mooted that conversation. We have done all those things, then we got to a point when the state said you have your economic opportunities analysis done, you have your buildable lands inventory completed, you have some land identified, now you have to go hire an engineer and do a public facilities plan to see whether infrastructure can deal with this or not, and a transportation plan to identify whether your road structure can deal with this or not, and that's going to cost you money. We hit a roadblock again because it came back to we don't have any money. So, the timing was fairly good. I went across the street and met with the County Court five times, because I was persistent, and we were able to secure some funding from the County Court, it was part of their economic development when they switched from an employee to a contract mode. The timing was just right, and the City of Nyssa is doing

City of Vale Planning & Zoning Commission
Land Use Issue and UGB Expansion Work Session
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something similar, so in partnership we were able to secure \$50,000 from the County to help pay for it, \$25,000 for Vale and \$25,000 for Nyssa. We hired Winterbrook Planning Company, based in Portland, to orchestrate our public facilities plan development and our transportation plan development and some of our UGB analysis, which is a component of this plan. We don't have those documents tonight, but between 5:00, just after I left, and now, the public facilities document came in, I was just starting to put it together. The transportation plan should be in in a day or two. It will be a part of the packet for discussion at the public hearing.

So, let me go through specifics. A buildable lands inventory. We physically went out and looked at property to see whether there was something on it or not. First, the Ontario GIS public works section did a query of all lots over 25 acres outside our urban growth boundary within a mile of the City. Then we went out and looked at all of them to see whether they were buildable or nonbuildable. We identified those sites, then we started narrowing them down, how close are they to the city so they can be contiguous so we don't have to annex a bunch of ground and affect other things. One of the grinding factors we have is no net loss of farm ground. This County has had its Comprehensive Plan updated, I was on the committee that did that, it has no net loss of farm ground, and that's pretty important to us. We have a resolution before the irrigation district, if we were to take this piece of ground and put it into industrial site development, the irrigation district would make every effort to take the water that is assigned to that ground and reassign it within their district, so we wouldn't have a loss of farm ground. That process is ongoing and we will make every effort at it. At some point, though, I must say, without employment land available, this city cannot continue. We have to have employment land, so then when you do a benefit of farm ground vs. survival of city, it's shaky. Survival of the city has to shake in, because we have to have industry, we have to have ground. The irrigation districts feel confident that they can reassign the water appropriately within their district boundaries, and there will be no net loss of farm ground in this process, which is a key. So, that is ongoing. The rezoning of the public land will be able to give us, because in the Oregon Land Use process, they come out and say, if you have a population of 2,000 people, which is roughly what we have, you should have available buildable ground within the 20 year inventory, and that's what an Urban Growth Boundary does, is provide a 20 year inventory, and based on the population you should have a formulated, derived number of available buildable acres, in our case probably about 250 acres. I don't know exactly what that number is, the State derives it based on population forecast and job trends and job creation, but in our case, we had zero. Would we ever grow? No. So, this will give us an opportunity to have about 193 acres of buildable industrial land sites. Do I think anybody is coming? I don't have any idea, but I guarantee you they won't come if we don't do this. So, for the survival of the City, it's critical that we have some available employment land. So, we are going to rezone all the public lands to have them better depict what we have, because they first question is, do we have enough residential? Well, who the heck knows, because we have such bad data. Unless we drove around every block and remapped it, which would be a futile effort, we don't really know. This will be able to tell us that. As soon as we get this adopted, we can go back in and have a much better idea. I believe we have adequate residential land in our Urban Growth Boundary and within the City. I am confident we do, but I can't tell you what that number is. We can look at Cottonwood Subdivision Phase II. Look up on the hill, look at the Glerup property in the urban growth

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boundary. There seems to be quite a lot of it, but we really don't know. But that's not a part of this exercise, this exercise is solely focused on industrial land and fixing the zoning.

As we were going through this process, the Lonnie Fulleton property on Graham Blvd., he owns 58 acres south of Graham Blvd. For some unknown reason, we always thought that entire piece of property was in our Urban Growth Boundary. Well, it turned out it's not. 40 of the 58 acres is within our urban growth boundary. We had some miraculous line going through the middle of his field that was differentiating between the urban growth boundary and farm ground, so we are fixing that. So, that piece of property is 58 acres. Business Oregon folks have told us for the last three years that you must have 100 acre sites to get these data farms and call centers interested in coming. An example that they continually use is Facebook actually came to Ontario and looked at the Wada property which is on the Yturri Beltline, it is 75 plus or minus acres. They took a pass on it because they wanted 100 acres. They were only going to build on 20 acres but wanted growth and they didn't want close neighbors. Now they are in Prineville with over a million square feet under one roof. That would have fit on 100 acres, it wouldn't fit on 75. So, Business Oregon and those folks say you need to have 100 acre sites available. So, that was a goal we looked for. The Fulleton property and the McElroy property, which is the old Zinie place, 41 acres. That makes 99 acres, I'm saying that's close enough to 100. I might add that in this process, and I think you have this list in this package and you will certainly have it in the next package, a long list of properties we looked at, including Standage, Barlow, and those folks weren't overly interested in the process, and that's okay. We didn't force anyone into accepting this decision. Some of them aren't doing cartwheels over it, but we didn't force anyone into this. They are willing participants in the process. So these two pieces of property, both landowners, for one Lonnie Fulleton's property was already in the Urban Growth Boundary, so he was well aware of that. The McElroy parcel was not, but he said he was okay with that. He plans on farming it, he plans on putting a pivot on it, but if someone wants it and wants to offer him a lot of money for it, he would accept that. Alan White's property near Frontier Lane, Foothill and Lagoon Drive, has 117 acres. It's not all buildable ground, because the flood plane skirts across the bottom, probably taking out 10 or 11 acres. So Alan probably has about 104 acres of non-flood plane available ground. Alan is a very willing participant. He would like to develop that property, he would like to sell it. Typically these properties run between \$35,000 and \$50,000 an acre for industrial ground. Alan is a willing participant.

So, we identified our buildable lands inventory, we identified the sites and then moved to the next step and continued to look at the public facilities plan. How can we provide services to these? So, we looked at these properties over here, we have sewer and water across the road. It wouldn't be that difficult to do it. The White property, we have sewer and water within a half mile, go right down Lagoon Drive.

I would like to stop for a second to introduce Grant Young. Grant is our area rep for DLCD. Without his help, we would not be here having this conversation. Thanks Grant.

So, back to this. We are changing the 40 acres of Lonnie's from commercial to industrial. The other 18 acres that make up his property was already zoned exclusive farm use, so we are changing that to industrial and including it into the Urban Growth Boundary in this proposal.

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Then we have the White property, 117 acres. We had a weird deal, and I am trying to fix weird deals as we go through this. This is the effluent farm ground north of Foothill Drive, Lagoon Drive, and this little bump that goes up here, it's yellow on the first map. This is where we pump the effluent when the lagoons get too full and we have a hay crop on there. For some weird reason, in the 2003 Urban Growth Boundary Comprehensive Plan amendment, when we zoned this industrial ground, we didn't get that 8.75 acres north of that. It's hooked to it, it's getting water through that system. No one understands why we didn't, we are proposing to fix that as well. It is an integral part of the farm ground, it gets effluent dumped on it, it should be included into the Urban Growth Boundary and it should be public facilities property.

So, when you add all of those, we are going to increase the Urban Growth Boundary by 184 acres, 117 of White's, 18 from Fulleton's, 41 from McElroy's and 8 on this little bump. To do all that, as I said, we had to update our plans. We updated our public facilities plan, that's Goal 11. We updated our public transportation plan, that's Goal 12. We updated Goal 14, which is urbanization. We updated Goal 9, which is economic opportunity analysis. You guys have all heard about these goals, Goal 1 is the public participation process, Goal 3 is protection of farm ground. There are 14 goals that we pay attention to in eastern Oregon, there are a few more that we don't care about, concerning the beach. Also, to do all of this and make it right and legal, we had to revisit our City Code, because the City Code, the books you have in front of you, contains specific language on what you can and cannot do, and that is the City law. That's what we enforce and work from. And they all relate to nothing like what we have up here, so we had to go fix our public facilities chapter, we had to fix our urban growth boundary joint management agreement with the County, we had to add and do all the public facilities part, increase our size east and west, and fix all the rest of the code, all the language that was imbedded throughout the code and the zoning sections of it, so we had to rewrite a bunch of it. The vehicle that we do that with in the City is an ordinance, we enact an ordinance and it is read to the City Council, the City Council looks at it and acts on it appropriately. The ordinance that will recommend all of this, which you don't have a copy of but you will get one soon, is Ordinance No. 866. When the City was adopted, the first time they thought they didn't like the charter, they came out with Ordinance No. 1 to amend the code. Over the last 140 years, it got up to 866, so that's our adopting ordinance, no. 866. It's getting to be quite a lengthy ordinance. We have a proposed change that Grant and I spoke about today with the County on fixing our joint management section of it. We will get you copies of that well before the public hearing, but in all honesty, the city attorney will read that before the City Council and the City Council will adopt appropriately. But you guys will have to understand what the heck we are talking about, the adopting ordinance, and that's what it is. It's what codifies all of this process, and it imbeds itself in the entire document. It is such a radical change, because if that is adopted, which will be your decision and the City Council decision, I will redo the code and give you new books. It fixes a lot of stuff and changes a lot of stuff, enough that it would make it cumbersome to follow, so it will be easier to fix them afterwards, if that is in fact what you decide to do.

The Comprehensive Plan, you have a copy of it, was built in 2003, and that's a pretty good plan. It's a real good plan, but we have to fix a lot of that plan because we have amended the transportation section, the urban growth area, the urban growth boundary, the public facilities component, the Goal 14, the urbanization, the economic opportunities component of it, and

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we've just changed a lot of stuff. We've added the public facility stuff. We are almost completely redoing it, but we are just amending the crap out of it, because it's a great document. We are going to amend it down, imbed it into the document, and I will provide it back to you.

How are we doing, are your eyes glazing over? Am I making sense? So, questions. Is there something you would like to say, Grant?

Grant Young -- You do have a good plan. In preparing all these amendments, what you are going to notice is we don't have a finished plan that has those things all codified into it. Like Lynn said, it's going to be the plan with sections that are crossed out and sections that replace it, and the Code will look the same way. So that's rough, and I'm not very happy with that, but because of the desire of the cities of Nyssa and Ontario to go for regionally significant industrial area, we kind of got a push on this at the last minute, we gotta get it done on a timeframe, so this is legal but it's ugly. I would like to get that plan and code codified so it reads easily, as soon as we can.

Lynn Findley -- That's a great point. Code is easy to fix. As a matter of fact, we just had it done about a month ago, fixed all the code from the last 35 ordinances that were passed. They were imbedded into the code, they were redone, our website is valid. The Code is easy to do. The Comprehensive Plan will be a little more difficult, and perhaps after the first of the fiscal year, if we can find the money, it would be a good opportunity to do so. The Code is not a hard process to do. I didn't mention, and thank you for reminding me, Grant, one of the drivers for the time schedule for this, there was a meeting in mid-December, 18 below, and I got a call from Grant and from Biz Oregon. They said, there is a program within the state called Regionally Significant Industrial Sites, and they are large blocks of industrial land that the state will provide some incentives to people to come in and develop, some tax incentives and other incentives, some marketing tools and marketing incentives that go with them, and if you have some of these sites, we would like to designate Malheur County as a regionally significant site. You just have to be done with everything by the end of April, first of May, to get that process done. We went to the City Council and had a discussion. They said this is a good thing to do. We have been working on this for three years, so it kind of accumulates into that, and it pushes us to get done by the end date, because remember, this was a 90 day project that started 3½ years ago. So, this Regionally Significant Industrial designation could lead to some venders, because it will be the largest pieces of ground in eastern Oregon, if not all of Oregon. It is some pretty good hunks of ground that may attract business.

Grant Young -- Employers look for all the incentives they can get, that's why you have enterprise zones for tax abatement and everything else. This is added on top of what's already there, so that always helps. You gotta be first in line for infrastructure financing and certain other programs, they will be important. They might be the straw for someone who is looking.

Lynn Findley -- What we will do is, in the public facilities plan it will say, to develop this property you gotta put in a half-mile of sewer and water line. That's infrastructure development. When the ink is dry on the documents, if we should do that, I will start the next process of finding the money to get those things put in. If we can reduce the several hundred thousand

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dollar burden on developers to provide some infrastructure assistance to them, we will make every effort to do so. When my daughter graduated from Vale High School, she was voted most likely to leave town, and she did, she lives in Medford. My goal would be to have some jobs created here locally that our kids could stay here for and have some development based on that, and the ability to buy a pair of socks in this town when we are done. That would be a cool thing, if we had a store that would be viable enough to have socks you could buy. And that means we would have enough industry, 25 to 30 jobs, that would be great. That's my goal. So, that's what is driving the timelines, the Regionally Significant designation. The County has to have all their process done, and that's the cities of Nyssa, Ontario and Vale. Ontario is pretty lucky because they have the Stelling property, you take the Yturri Beltline and when you drop down the hill, the property off to the west of that is the Stelling property. They have sold that a couple of times, optioned it out, and gotten a couple hundred thousand dollars each time. They had the money, they hired planners and they have industrial land available south of Ontario because they had a pocketful of money that they could do that with, and they got it done within not too long a time period. We don't have that ability, so that's why it is taking us so long.

Lynn Findley -- Impacts to the landowners at the present time, if this were to be implemented, would be zero. It would still be farm ground, it would still get farm deferral, it would be zoned Urban Growth Boundary Industrial, the only thing farmers may have to do differently than what they are doing today is come in and prove they are still farming it and show that it makes whatever the County number is dollars per acre, which is like \$70 or \$80 an acre. That shows that it is still farm ground, and they will receive their farm deferral and there would be no impacts to them. They are agreeing that if it is sold for development, it becomes annexed into the City limits, the City would benefit from the property taxes and the utility service to them, and they would pay the appropriate industrial tax rate. If they sold it to a family member or someone else to farm, it would still receive the farm deferral, it would go on just like it is. That consent to annex would be recorded and always stay with the land. If it is sold for development, then all these things kick in and it becomes part of the city limits. That's an agreement that we made. It's a little different than Ontario has done. Ontario has annexed, we have not. I don't want to impact these folks because the definition of an Urban Growth Boundary is a 20 year supply of ground. It may be 20 years before they are developed, it may not be. But, I believe this will lessen the impact to the landowners as much as we can.

Gary Page -- If that's the case and you are making those provisions for those landowners, why wouldn't it make sense while we are doing all of this to include this area over around Standages?

Lynn Findley -- Those landowners did not want to participate. Bottom line, Larry says, you know, we looked at a piece of ground down here. He says it is my interest and this family's interest to keep farming this property, and I really don't want to develop it. And I said, Larry that's absolutely your call and there is no pressure to do that, we're done.

Gary Page -- But if you are offering them that deal anyway, what would be the cost to them, that's my question?

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Lynn Findley -- It's a personal decision that they have to make. Tom McElroy told me the other day, he said he wanted to put a pivot on his piece of ground and he wasn't interested in doing it. I said, Tom, this is a 20 year supply of ground, there is no requirement that makes you sell this property, whether it is 5 to 8 or 10 or 20 years, if somebody wants to buy it and you reach an agreement with that sale price, then it happens. There is no requirement that you ever sell it, but this is the ability for that to happen. If you want to do it later, in 10 years when he wants to retire, it's going to cost him \$100,000 to change the zoning to hire a planner.

Gary Page -- That's my point with this thing. We are spending all this money anyway and everybody's time and effort, and there is no down side to them, so I don't know why we wouldn't try to encourage . . .

Lynn Findley -- Gary, that's a good question. I made that offer to them, and they chose not to participate.

Gary Page -- So in ten years we will probably be doing this again.

Lynn Findley -- I would hope so, because that would mean that these properties were sold and were developed, and then we will have to reload. The urban growth area is a staging area as much as anything. If we sell these, we are going to come back again and reload it at some point. I would be ecstatic if I were still City Manager then, but I don't think I will be. But that's the process. We should have ground, and it's about 200 acres in our case, and if we sell it, we should reload it with an appropriate piece of ground. And maybe at that time, we will have a conversation with these landowners again and see if they are interested. But, in my belief, it's purely voluntary. Not all people do that, but it's my belief that it is their land and they can do with it as they see fit.

Gary Page -- I agree. I don't think we should force them to do anything, but I'm just saying that maybe we could persuade them.

Lynn Findley -- Gary, I assure you I laid all the ups and the downs out, and they chose not to participate. Logically, when we reload this in x number of years, that's where we are going to go, that's the logical place to go. But, they gotta be a willing partner, and right now they are not. They are still buying ground, they are not interested in selling any, and that's okay. For these two landowners, if he wanted to do this on his own, a couple hundred thousand dollars is what it would cost him to go through this process and a long time.

Grant Young -- I have done this before as a planner for Ontario when they established their urban reserves, between 2005 and 2007. The guy that taught me way back in the early 90's drove that home, and so did my DLCD reps at the time, that the most important thing you can do when you are considering something like this is minimize your risk of objection from people. So there are some obvious legal facets of that, you give it the best shot you can with all the technicalities, so that when you present that ordinance, it is the least vulnerable that it can be. There are some political facets to that too, and the most important one of those is the very first thing you do is identify your property owners around the city, and the city kind of has an idea

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where it wants to go and what makes the most sense. Talk to those guys, because if they don't want to do it, then automatically, before you ever start the process or spend any money, if you insist on doing that, you basically are saying, okay there is a mountain that we are going to have to climb, a fight we are going to have to fight. Why would you do that? There is always somebody that is pretty well situated who would like to come in.

Lynn Findley -- One other thing that I kind of breezed over, based on the City of Vale's population of roughly 2,000, and the growth estimates in 20 years, and the need of land associated with that, 200 is about it. I don't know exactly what that number is, but if we were going to try to include and put another couple hundred acres in it, I don't think the DLCD would buy off on that, in all honesty. I think 200 is an appropriate number for us. For us to make it 400 or 500 may not be appropriate, they may say, you have exceeded your growth potential, and therefore you should not do that. Based on the 2,000 acres and the population forecast and the economic opportunities, they may not be supportive of much more than 200. Is that a true statement, Grant?

Grant Young -- You go to Business Oregon, and you do these big studies about trends, local, county, state, regional, national trends, population forecasts, what's happened in the past and what is most likely to happen in the future. In 2003, you did that for your Goal 9 element, but it failed to take into account a bunch of things that happened between 1999 and the current date. When we started this, back in 2003, there were data farms, server farms that were looking for a certain set of circumstances which happened to exist here, cheap power, ability to get water, broadband, that sort of thing. They were using 30 to 35 acres. The latest ones that went in in Redmond and Prineville actually came and looked at Ontario, and they told them they needed 80 acres. Then they went over there and bought 150 acres. Ontario had everything they needed, the property was in the Urban Growth Boundary, it was over 80 acres, it was flat, it was next to the airport, services were right there. It was perfect, but they could get 150 acres in Redmond that had the same things and had room to expand and a little bit of security. So, it's a head scratcher. You go back to Business Oregon and say, for or five years ago we were looking at 30 acres. What is the market now? Well, the market now is 100 plus. Vale doesn't have it. Is it realistic to think that a server farm would come to Vale? Sure, they don't need a huge work force. They need cheap power and good roads in, and broadband, etc. You guys have that. It's a possibility. So, that's what you do, you justify the amount of acreage based on that. You can fudge a little bit. If you have a 20 acre piece of property that is between a 100 acre piece of property and the current Urban Growth Boundary, and your need is 100, well, this piece is perfect and we don't have anything else, so we are going to take the 20. In this case, the need is 200+, I forget the top figure, but we are doing 184, so we are well within what we are justified in the EOA, such as it is. You try to be safe, again risk minimization. You don't want people to appeal, you don't want to draw fire if you can possibly help it.

Gary Page -- I think that's probably right, but I think the other issue with that is you want to develop industry, you want to draw people here. If you can give them more choice in where they can play . . .

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Lynn Findley -- In that case, Gary, and I agree with you, the choice is county-wide. When this effort is over with, Vale will have two parcels of a couple hundred acres, Nyssa will have four parcels of a couple hundred acres, Ontario has six parcels of about 600 acres. What benefits this county is the fact that we have growth. Yeah, it has been focused on Ontario a lot lately, but still, how many people who live in Vale drive to the prison or drive over there? I would much rather see them come here, but any growth in Malheur County is better than nothing. So, you gotta look at it in that regard. If 50 jobs show up in Nyssa, I guarantee someone will live in Vale and work there. That still won't make my goal of having a place that sells socks here in town, but it's working towards it.

Grant Young -- 200 acres for a population of 2,000 is x number of acres per person, and I am telling you, that's a lot more than they have in the Willamette Valley anywhere. If we get this done, this is a good thing. You are not worried about a supply of industrial land, you've got it, and you have some other advantages, even in that RSIA. This area is part of a different ecosystem, it's the Treasure Valley and Idaho and the things that are west from Pendleton-Hermiston, they are part of the tri-cities, Washington in the north central region. There are different economic regions, and all that is preventing something from happening here is the fact that the economy went south in 08-09 and has just been kind of puttering along. But you are starting to see different things happening, things are coming back, people are getting tired of standing still.

Colleen Hawley -- You kind of side-stepped the issue of housing. I know that the school district has missed out on some great teachers because of the lack of housing. I am sure you have put some thought into that. If we do see this development occurring, that is going to have to be addressed.

Lynn Findley -- That's a very good point Colleen. You are absolutely right. We do not have an abundance of executive or new . . .

Colleen Hawley -- Just adequate newer homes.

Lynn Findley -- I can say that we are getting a spec home starting in town. This is the first spec house in probably 20 years, and there is one being built down off West Main Street. We have the land. There is Phase II of Cottonwood subdivision that is platted and fully available, and there is a fair number of other blocks, Shadow Butte has lots available.

Colleen Hawley -- That's a nightmare out there.

Lynn -- They have their own issues. They are not in the City so I'm not advocating for them. There is land available. I can't say how we can engage people to build. If we had more of a need and an inventory that was selling, then I think there would be more speculation done. I know someone who is sitting in this room who built a spec house in the 70's and finally moved into it himself because he couldn't sell it. There has been little growth in that regard because inventory has just not been moving. If we create more jobs, things could turn around.

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Grant Young -- If the City wants to do that, once you get done with this and you want to torment yourself some more, we could roll into a housing review. We pretty much got the GIS mapping established now. If we could get someone to run a housing needs analysis for us and put the rest of it together, we would have a pretty good idea of need and supply. I suspect that your supply is pretty equivalent to your need, but you never know.

Lynn Findley -- We don't have adequate ability, other than a physical look, until we get this stuff done and we get all of this miszoned property out, then we can do a better analysis. The land use planning process is meant to be dynamic. We have treated it as static. This is kind of a monumental effort and a lot of hoops, because it has been static for so long. If it was dynamic and we were continuing to tweak and look at that, this wouldn't be that big of a deal. But, when you touch it every 12 or so years, it needs a lot of love, and we need to pay more attention to it. A housing analysis would be a great thing to do at some point in the future, once this is done and we have some opportunities. You are right, I am aware that several different teachers, some people in the courthouse have transferred in here but live in other areas because there is not available housing. That's a good point. But this is a non-housing exercise.

Grant Young -- We would have liked to cover it all, but it took 3½ years to do this.

Scott Kelso -- I was reading through the transportation part. It was talking about extending Lagoon Drive to Railroad Avenue. Is that right?

Lynn Findley -- That is in the old Malheur County Transportation Plan to take it straight across. That will probably happen right after I win the powerball. You develop these plans for an ideal world, I would find it unusual to think that would ever be funded.

Scott Kelso -- Need some extreme transportation.

Lynn Findley -- In every plan you identify what you would like to see, you know, fix some bridges. I would like to take Airport Road straight to the highway at the old Bill Glenn place, open up a whole lot of that ground. It would be a quarter-mile of road and one small bridge over Bully Creek. It would take all the trucks off West Main Street.

Grant Young -- It would be a good place for industrial land down there. We looked at it, but it's too much to build a road and get the services to it.

Lynn Findley -- And I have made some different runs at different funding avenues for that. It would be a half-mile road, it would take all the trucks off West Main Street, which would be a really good thing. With the economic times as tough as they are, it would be hard pressed to get that funded. I haven't forgotten that effort, and I am having lots of conversations with the County to try to include that into their transportation plan. Just because it's in there doesn't mean it will ever be funded, but we can sure look for avenues to do it. Good point. Quinn, you have any questions, make sense?

Quinn Mulvaney -- As far as I can tell. It always makes sense until I go home.

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Lynn Findley -- Here's the process we are going to do. Hopefully, by Friday I will have a comb-bound book for you, with the staff report, the public facilities plan, the amending ordinance, the maps, and all the rest of the subcomponents, the urban growth analysis, goal 9, 11 and 14 analysis components of it, for your reading pleasure.

Grant Young -- There will be a staff report, basically a layout of the structure of what you are looking at. It says, here you have this adopting ordinance, and it's an exhibit, and all of its exhibits, and the staff report is basically the adopting ordinance, is going to be an exhibit of it. But, it has all the exhibits, and the adopting ordinance is just the vehicle where the city states legally, according to Oregon State law, we thought about this and we did this and we did all this and so now therefore, here's what we are doing, it lays it out. We are adopting a new comprehensive plan by deleting this stuff and adding this stuff in this exhibit, and it just goes right down through it. Plus there is a procedural discussion that basically says this is what you will be doing. Planning Commission makes a recommendation to the City Council to approve, or approve with changes that everyone has talked about, or deny, this thing is not going to work. Then at the same time the City Council, you are going to be having your hearings back to back, takes your recommendation, they hold their hearing, there is an opportunity for additional testimony for people in the audience or whatever. They basically look at the same facts, take your recommendation and make a decision. I tend to put a little more procedural guidance in the staff report, working with Lynn on it. There is a chance that we may not have something that we need. So, if we don't and we have a definite timeframe to get that, then the Staff Report is going to say we don't have it. Here's what happens if you don't have something. We take all the testimony, hear all the evidence, just don't make a decision when you get to the decision part of it, continue the hearing to a date and time certain. And if we have that date and time we will know, it might be two days, might be a week, something like that. The County's hearing is March 27th, so we would have until the 20th of March to actually get a decision made and forward that to the County. They need the materials seven days prior to the hearing. It's a living process, stuff change every day.

Lynn Findley -- Gary, at the last meeting we had, you asked if we were a recommender or a decider. Well, for conditional uses and other actions, you are the decider. In zoning changes, you are the recommender. The Planning Commission would make the decision to either recommend, recommend with changes, or not recommend this action of what we are proposing to the City Council.

Gary Page -- Just to be clear, we are not considering any of the changes to public facilities. The only thing we are considering is these two properties, right?

Lynn Findley -- No, in this proposal that I have laid out, is to change all this ground into public facilities. If you don't think that's a good idea, that's your decision to make. I am not making a single decision in this process, I am just laying it out and leaving you guys to whether a recommendation you may or may not want to make. The approach that I took with publicly owned property is, I treated it all the same. So, with exception of the six acres of the Ore-Ida potato sheds, every bit of publicly owned property within the Urban Growth Boundary was

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included. If you guys make the decision that we don't think we want to do that, that's your decision to make. I don't have a decision part of this, I am the Staff to you.

Gary Page -- And there is a lot of it in there. It's surprising.

Lynn Findley -- There is, I was shocked. But, you have to figure with the large BLM complex, all the parks, all the schools, the bus sheds, the tracks, the baseball fields and the Cottonwood Park. We have four parks in this town.

Scott Kelso -- And that's what makes it look like we have so much more residential property.

Lynn Findley -- It's not all residential, but a good share of it is. There is some commercial, there is some industrial, but a good share of it is residential. I believe you have that breakdown in your packet. It's one of the graphs, an Excel spreadsheet that specifically identifies all the parcels from current zoning to public facility zoning.

Grant Young -- How much residential, how much commercial, how much industrial, all of what's going where.

Lynn Findley -- Questions? I think that's the one you are looking at, Derril, that one will give the breakdown. Let me make this request of you. As we get closer into this process, if you have questions come up that you can't easily find an answer in the materials I am providing, please come visit with me. I would be happy to have a conversation at any time to explain the logic to get where we got to so far. The reason I wanted to have this session tonight was, I didn't think it would be fair to have you come in to a public hearing and expect you to make decision on this action without bringing you . . . I mean, I have been at it for 3½ years so I kinda understand it. It would be unfair to do that and expect you to make a decision in 30 or 40 minutes. Scott, anything else?

Scott Kelso -- I don't think so Lynn.

Lynn Findley -- Public? Back row? Interested non-city public, i.e. John, anything?

John Braise, Malheur Enterprise -- No, you and I have had multiple discussions on the process and why we are doing this.

Lynn Findley -- And I have to give him kudos. The Enterprise has run several nice stories, and I try not to take advantage of this, but I go over and say, this is what we are doing now, and John will run another nice story. He ran a great story last week and I appreciate that. The key is to try to get public involvement. And you see, other than the council members and the people I forced to come, I was disappointed. I had several other people tell me they were coming and they didn't. You like to think they trust us enough that we are making the right decision for them, or they just don't care. I hope it's the first one. I would hope we will have more public then. I would love to explain this. I went to Chamber of Commerce two weeks ago and gave an impromptu 20-minute speech about this. I can do that at the drop of a hat, and I like it.

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Grant Young -- You have been warped.

Lynn Findley -- The reason I did this, and I hope you found it helpful, is to try to give you all the tools so you can make an informed decision when it comes to it. I have to tell you, I have had some inquiries from people in and around the community and outside the community on what we are doing, and it's my intent to share as much information as we have. This is a public process. To me, it's pretty clear cut when you look at this map. I brought this map back last week from the courthouse and I was just giddy. You look at this and say, of course this is why we are doing what we are doing.

Alvin Scott -- The County supports everything you are doing. We are behind the City 100%. The County encourages growth any way we can get it. When we were in Burns, Mr. Findley and I, they were encouraging growth. Harney County said they would take anything that was legal and didn't smell. The Hines City Director said they would take it even if it smelled. That's kind of the way we look at it in eastern Oregon. We are behind the eight ball in a lot of ways. We have several things that work for us. Ontario, for instance, has access to the freeway and three state highways and the railroad. The railroad also comes into Vale, and I would encourage the City of Vale to use that as best they can, because there are businesses that are looking at Ontario strictly because of the Short Line. There is no reason they wouldn't look at Vale for the same reason. So, there again, I would encourage you to look at that.

Lynn Findley -- And we have, right there.

Brad Williams, Vale City Council -- I have been a Council member since 06, and we have been approached numerous times to try to identify industrial land. I'm glad to see we are finally at the point where we can actually say we have some industrial lands that we can put out there to get the people interested. Before, basically we had very little, so I'm excited about it and glad that we are at this point.

Lynn Findley -- Peruse this document. I will be visiting with you all before Friday to give you a lot more stuff. Do not hesitate to call me up and say, what the heck are we doing this for, or this doesn't make sense to me, because my goal is to have you make an informed decision as possible.

Lynn Findley asked each person present if there were any additional questions or comments, then thanked Rene Churchell and Nancy Blodgett for assisting with the work session.

Adjourn at 8:05 PM

**Joint Meeting of the
City of Vale
Planning & Zoning Commission
And City Council
February 25, 2014
Land Use Issue and UGB Expansion**

The Joint Meeting of the City of Vale Planning & Zoning Commission and City Council was called to order at 7:00 P.M.

Planning Commission Members present:

Scott Kelso, Chairman

Derril Keller

Gary Page

Colleen Hawley

Quinn Mulvaney

Planning Commission Members Absent:

Jon Dentinger

City Council members present:

Mike McLaughlin, Mayor

Brad Williams

Heidi Zanotelli

Travis Johnson

Calvin Hiatt

Others attending:

Larry Sullivan, City Attorney

Lynn Findley, City Manager

Renee Churchill, Admin Manager

Grant Young

Pledge of Allegiance.

Larry Sullivan – If you would like, Mr. Mayor or Mr. Kelso, I can let people know what we are doing today. Is there anybody here other than City Council members and Planning Commission members, aside from our two illustrious guests? This has been advertised as a joint meeting, or at least it has been advertised that both the Vale City Planning Commission and the City Council would be holding a public hearing at 7:00 P.M. to discuss the adoption of certain land use regulations. I don't have a copy of the ordinance.

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Lynn Findley -- Land Use Action VA-14-01, Vale City Ordinance 866.

Larry Sullivan -- And what I would suggest first of all, is having the Planning Commission Chairman Kelso announce whether or not there is a quorum present for Planning Commission, and if so, adopt the agenda for tonight's Planning Commission meeting.

Scott Kelso -- We do have quorum.

Quinn Mulvaney made a motion to adopt tonight's agenda, Land Use Action VA-14-01, Vale City Ordinance 866. Gary Page seconded the motion, and the vote of the Planning Commissioners present was unanimous in favor of adopting the agenda for tonight's meeting.

Larry Sullivan -- -- Mayor, does the City Council also have quorum for its meeting for tonight?

Mike McLaughlin -- Yes we do.

Larry Sullivan -- What I would suggest then, Mayor, if there are no corrections to the agenda, is that you call for a motion to adopt the agenda for tonight's City Council meeting.

Brad Williams made a motion to adopt tonight's agenda, Land Use Action VA-14-01, Vale City Ordinance 866. Travis Johnson seconded the motion, and the vote of the City Council members present was unanimous in favor of adopting the agenda for tonight's meeting.

Larry Sullivan -- At this is the time, both the Planning Commission chair and the Mayor can ask to open the public hearing for testimony on the adoption of Land Use Action VA-14-01 and Ordinance 866.

Scott Kelso -- Okay, we will open this hearing on February 25, 2014 on the City of Vale's application.

Mike McLaughlin -- We will open the public hearing on Ordinance 866, looking to expand urban growth boundary and industrial lands inventory.

Scott Kelso -- *Failure of an issue to be raised in the hearing in person or by letter with sufficient specificity to afford the decision-maker an opportunity to respond to the issue may preclude appeal to the County Court or the Oregon State Land Use Board of Appeals.*

There was no ex parte contact to report by Planning Commission members. There were no abstentions from the Commission. There were no objections to the jurisdiction of anyone on the Commission.

There was no ex parte contact to report by City Council members. There were no abstentions from the Council. There were no objections to the jurisdiction of anyone on the Council.

Preliminary Staff Report presented by Lynn Findley, on behalf of the City of Vale: This will be the Staff Report on Land Use Action, VA-14-01, Ordinance No. 866. I extensively briefed members of the Planning Commission last Wednesday, February 19th on the issues of this ordinance. This Land Use Action is quite lengthy, and I do not intend to read it unless someone requests me to do that. There are some subcomponents to it that I would like to visit a little bit about. This land use action VA-14-01, Vale City Ordinance No. 866, is an ordinance proposing adoption of amendments to the City of Vale Comprehensive Plan and City Code. This ordinance proposes adoption of amendments to the City of Vale Comprehensive Plan and City Code to insure a 20 year supply of Industrial land through an Urban Growth Boundary Expansion; to rezone most lands owned by Public Entities in the City of Vale to a "Public Facilities Zone" consistent with the use and build-out of those lands; and to update the Public Facilities Plan and Transportation System Plan to account for all of the amendments of Ordinance No. 866. Specifically, Ordinance 866 and UGB comprehensive plan amendments has multiple exhibits. I will explain those briefly as we go through there. This booklet, the handout you have in front of you, explains all the exhibits. 866 is Exhibit A to this adopting ordinance. Once adopted, 866 will be the primary document and this Staff Report will be an exhibit to the ordinance. Exhibit B is a 2014 to 2034 Economic Opportunities Analysis that looks at the need of the City for a 20-year supply of industrial land and the replacement for part of Chapter 10 in the existing Plan. Exhibit C is the Comprehensive Plan policies for the new Chapter 10, which basically set parameters and give direction to the City for Industrial lands. Exhibit D is the Public Facility Plan and Transportation System Plan (Chapters 12 and 13 in the existing plan), additions/replacements that include planning and projects necessary to provide infrastructure to the new parcels brought into the Urban Growth Boundary. Exhibit E is the Goal 14 Urban Growth Boundary Analysis that sets forth requirements for adding new lands to the UGB and in examining the locational priorities in State Law for those new UGB parcels. Exhibit F is the new Chapter 14 plan policies, giving direction to the City for urbanization of the land. Exhibit G is the new Comprehensive Plan Map which reflects the changes from existing zoning to Public Facilities and the new UGB Industrial lands. Exhibit H is the new Zoning Map which is the same as the new Comprehensive Plan Map. Exhibit I is the City Code amendments which will implement the plan policies and establish a new Public Facilities Zone. The Findings and information from the immediately preceding section of this report is herein included by this reference. So every one of those exhibits that is referenced or sub-referenced, and some attachments that are included, further defines those. All of the findings and justifications necessary to satisfy applicable state-wide planning Goals 9, 11, 12 and 14 is contained within Exhibit A, which is Ordinance 866 and its attached Exhibits A through I. Local criteria contained in the City Code that are applicable to this proposed legislative land use action are dealt with in the following sections of this report; if all City Code criteria and standards applicable to this proposed legislative land use action are met, the requirements for this proposal will be met.

Larry Sullivan -- Does that conclude your staff report?

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Lynn Findley -- I can get to the motions but I think we probably ought to have some discussion before I get to the motions.

Larry Sullivan -- You need to call for Proponent Testimony.

Scott Kelso -- Do we have any proponent testimony? Nobody. How about opponent testimony? Nope.

Larry Sullivan -- At that point then, unless somebody has anything else to add, we can close the public hearing.

Close Public Hearing

Lynn Findley -- Does the Planning Commission have any specific questions about information that was provided for them in Exhibits A through I and the Staff Report?

Larry Sullivan -- If there is any discussion among Planning Commission members concerning this action, this would be the appropriate time to have that and the City Council also participate in that discussion.

Colleen Hawley -- Lynn, I do have a question. When this passes and we draw attention to our town to develop, will there be a body that helps to choose those industries, should they come this direction?

Lynn Findley -- A good question. The short answer is yes. As you recall, the City of Vale Code Chapter 8, subsection of Industrial land says that all site plans must be reviewed by the Planning Commission, so the Planning Commission will review that. But to back it up, if you look in the body of this document, there are sections in the Economic Opportunities Analysis that specifically target specific types of industries and the size limits attached to that. Those are the ones that are targeted. But there is no preclusion out there to say we don't want, for lack of a better term, big black smokestacks and slaughter plants. It doesn't preclude those, but it targets greener type industries as identified in the Economic Analysis. But, all site plans, before construction, before building permits are issued, will take a land use action by the Planning Commission for Industrial lands per City Code.

Larry Sullivan -- Any questions from the Council? If there are no questions, the next appropriate course of action for the Planning Commission would be to make some recommendations to the City Council. If you will turn to page 6 of the material, there are a couple of proposed motions at the end of the Staff Report. Neither of those were written specifically for the Planning Commission. The way the Planning Commission acts is by making recommendations to the City Council, so if you see that language in front of you that says "I move that the City Council approve action VA-14-01" if a member of the Planning Commission

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is willing to make a motion to recommend that the City Council approve action VA-14-01, as set forth on page 6, then this would be an appropriate time to make that initial motion.

Quinn Mulvaney made a motion to recommend to the City Council to approve action VA-14-01. Colleen Hawley seconded the motion, which was unanimously passed by Commission members present.

Larry Sullivan -- You can go ahead and make the second motion as well, with the same language, "I recommend that the City Council adopt", etc. It would be B1 on page 6.

Quinn Mulvaney made a motion to recommend to the City Council adopt Ordinance 866; an Ordinance amending the City of Vale Comprehensive Plan; Comprehensive Plan Map; Zoning Regulations; Zoning map; and amending the Urban Growth Boundary. Colleen Hawley seconded the motion, which was unanimously passed by Commission members present.

Larry Sullivan -- The Planning Commission's job is done for the evening. The City Council is going to have to have its own discussion, which there may not be much. It will be up to the Council to also make those same motions and adopt those motions and pass those motions, if that's the Council's plan. If at this point, any Planning Commission members want to leave, you can adjourn the meeting of the Planning Commission at this time.

Quinn Mulvaney made a motion to adjourn the meeting of the Planning Commission. Gary Page seconded the motion, which was unanimously passed by Commission members present.

Mike McLaughlin -- We will continue with the City Council meeting. We are going to open up the public hearing.

Larry Sullivan -- You have already done the public hearing, so you can skip all of that. That was the point of the joint meeting was to have the same public hearing for both the Planning Commission and the City Council. So that means we can have discussion.

Mike McLaughlin -- Okay, we will just go right to the discussion and then the Council will make either a motion, whatever the Council wants. Any discussion on expansion of our Urban Growth Boundary, Industrial Lands Inventory, we are just rezoning some properties, so if and when industry ever comes knocking to Vale we will have property to show them. Mr. Jensen, our former Economic Development Coordinator, has been begging us for a number of years to please find some industrial property. We have gone through a number of exercises to get this thing done, have many people working on our behalf, including Mr. Findley, working this out. Any discussion from the Council?

Travis Johnson -- I'm good.

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Brad Williams -- Good work.

Mike McLaughlin -- So, we will go ahead and entertain a motion. It will be 14-01 and Ordinance 866, is that correct?

Larry Sullivan -- It's going to be two different motions, and before you do the second motion there are a couple of things I should discuss with the Council.

Travis Johnson made a motion to approve action VA-14-01. Brad Williams seconded the motion, which was unanimously passed by City Council members present.

Mike McLaughlin -- We will move on to the next motion. Was there something else you wanted to say in between the two motions, Mr. Sullivan?

Larry Sullivan -- One of the things that the City did was to draft a resolution to give to the Warm Springs Irrigation District, in which these additional acres are situated. The resolution essentially provides that once these properties are assigned to the urban growth area and if they are ever developed for industrial use, that the property owners will cooperate with Warm Springs Irrigation District, authorizing them to make sure the water rights on that property are used for agricultural use, and our resolution for Warm Springs will accomplish that. They had some questions about the original draft of the resolution, their lawyer made some editing changes, and they were going bring it back to the Warm Springs Irrigation board on March 11th which coincidentally is the same night that we would otherwise be doing a second reading on this. I discussed this with Grant Young, he pointed out that it is probably not necessary for the City to wait on the second reading of Ordinance 866 just because that particular resolution hasn't been approved yet. There is some issue as to whether they will, in fact, approve, so I don't know if that's going to create . . .

Lynn Findley -- I think they will, my conversation with the board chair is that we will come to an agreement. Exhibit F, item 6, says upon development of land within the Urban Growth Boundary, which is the Chapter 14 plan policy, any water rights on developed land shall be transferred to other farm land. So we may very well cover that in the adoption of Exhibit F to our Ordinance 866. Mr. Young will lead us down that path. I am confident that the irrigation district will sign that resolution. I am confident that when the attorney for them gets back from Salem, he will help them in crafting the language appropriately to make that happen. I haven't called them because I am just waiting.

Larry Sullivan -- What that all means is that Mr. Findley and I had originally discussed doing this in two readings. Well, not originally, actually the way it was drafted, it proposes doing it in only one reading. Then when we found out that the resolution wasn't going to be approved until March 11th, I suggested that we do it in two readings. The Council may still want to do it in two readings, because of what I am about to tell you. Which is that, if we do it in one reading, I have to read the whole ordinance out loud. You can avoid having me do that and listening to me do that for the next 10 minutes, by just having me read it by title only, and just doing a first reading

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on it without adopting the final ordinance until the March 11th meeting. So, that's the Council's choice.

Travis Johnson -- You are a pretty good reader.

Larry Sullivan -- I don't know that there is any particular urgency in doing it tonight. The only danger, I guess, is that if we don't have a quorum or something else like that. There is a quorum here tonight, so if the Council would just as soon get this off the table and get it approved, then I can go ahead and read the whole thing.

Brad Williams -- Are we still going to be waiting for the irrigation district?

Larry Sullivan -- That is not something we actually have to wait for. It's just going to be a piece of this that will give the City some comfort that it is less likely to be challenged in front of the DLCD.

Lynn Findley -- They will meet at the same time we meet on March 11th, so we won't know whether they have or have not passed it.

Mike McLaughlin -- How much of the document do you have to read?

Larry Sullivan -- I will go ahead and read, it's only 2½ pages.

Reading of Ordinance No. 866 – entire ordinance through one time; second time by title only

Larry Sullivan -- Now, if somebody wants to make a motion.

Travis Johnson made a motion to approve Ordinance 866 amending the City of Vale Comprehensive Plan; Comprehensive Plan Map; Zoning Regulations; Zoning map; and amending the Urban Growth Boundary. Calvin Hiatt seconded the motion.

Mike McLaughlin -- I have a motion and second on Ordinance 866. Any further discussion on this matter?

Travis Johnson -- I do have one question you may not be able to answer, because it's a Warm Springs Irrigation matter. Do you know when they reassign that water right, if some were to come in, how they go about that? Does that remain with the property owner or do they reassign it?

Larry Sullivan -- What would be happening in this situation, knowing the only way that would occur would be if that land was going to be used for industrial use and that water right would no longer belong to that land . . .

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Travis Johnson -- Right, but say we have some come in. Do you have any idea how they would reassign that water right?

Larry Sullivan -- Warm Springs Irrigation District is going to have the right to adopt a procedure to do that. I know Vale Irrigation District, for instance, has had similar situations and basically what they do for farmers who want additional water rights, have them submit requests for those rights and then they have actually adopted a whole policy on it, and maybe Warm Springs will do the same thing.

Lynn Findley -- Last time Warm Springs had that, I happened to walk in the office one day, and the manager asked me to stick my hand in a box and pull out a ball. I received an additional five acres of water.

Travis Johnson -- That's what I wondered, if it was maintained with the original property owner somehow, or not. Thank you.

Mike McLaughlin -- All right, I have a motion and second on Ordinance 866. Any further discussion on the matter?

The motion was unanimously passed by Council members present.

Larry Sullivan -- Since that was adopted unanimously, the Council does have the option of adopting the Ordinance on the first reading. If the Council wants to do that, I would suggest that somebody make a motion to waive the second reading of the Ordinance.

Brad Williams made a motion to waive the second reading of Ordinance 866. Heidi Zanolli seconded the motion, which was unanimously passed by Council members present.

Mike McLaughlin -- Anything else Mr. Sullivan?

Larry Sullivan -- No.

Mike McLaughlin -- Mr. Findley?

Lynn Findley -- I just want to say thank you for all your help in this process. I have lots of maps. We will be taking the City maps to the County Planning Commission on the 27th, if anyone wants to come on over, that would be a fun drive. It will be an interesting venture. Any questions about any of the processes? Sorry to get the books to you so late. I planned to have them done on Friday but they did not get done. I worked late Friday and worked more on Sunday. So we got them out. I hoped to give you more time to read them. If you have any questions in any of this process, please see me and I will be happy to discuss it until you are tired of hearing me talk. Thank you.

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Mike McLaughlin -- Thank you Mr. Findley, Mr. Sullivan, Mr. Young. These men have been working on our behalf for three or four years trying to get the urban growth boundary, industrial lands inventory, Goal 11 and 12. Mr. Young, anything you want to say to the Council to update us on where we are?

Grant Young -- You are done here. The County has to co-adopt. We had no testimony so far, no opposition. There is public testimony clear up until the County Commissioners meet, and I think they do two readings, and I think those will be a week apart. The first reading will be April 2nd and the second one a week after that. Am I right on that?

Alvin Scott -- One week or two, but it's pretty soon after that.

Grant Young -- Then we put everything from the City and County record together, all the materials, and we send it to DLCD, with a notice of adoption and anybody that participated, like basically all effective State agencies and local districts, get a notice of adoption. Then there is a 21-day appeal period from that point to appeal this to the Land Use Board of Appeals. If nobody objects and there is no testimony, then there won't be any basis for a standing for an appeal.

Lynn Findley -- You have to have standing to make that appeal from that point on.

Grant Young -- You have to provide testimony, either written or oral.

Mike McLaughlin -- For people in the audience, what we are trying to do is rezone some of our farm land in and around Vale so if and when industrial comes knocking, we are prepared and ready for them. It's been drilled into our heads that those are the jobs that are available. We have this great community, great schools, and great cost of living, hardly any crime. One component we are missing is jobs, so that's what we are trying to go after is to secure jobs that are available. Again, we have willing landowners, so most of the land that we are rezoning will continue to work and operate just as it is now until some type of industry comes to Vale. That's what we are attempting to do and we are looking to help our community out for many years to come.

Lynn Findley -- Let me capsulize a couple of thing. There are three actions we will do. Action 1 is to re-establish and freshen our public facilities zone within the urban growth boundary. We did an inventory and we are moving 327 acres of currently zoned residential/commercial/industrial land that is owned by public entities and built out as public entity facilities, we are changing all of that to public facility zones. That is Map 2 on the wall. So, that depicts what we really have as available land. So then we are adding to our Urban Growth Boundary 176 acres of property. Eight of those acres are currently being farmed by the City as part of our affluent re-use program that was a mistake made in 2003 when we did it and left eight acres off. It's that little bump of ground on the north, that little tip in Map 2. Then, we are taking the balance of that land that is currently exclusive farm use, being farmed, and converting it to Urban Growth Boundary Industrial land in three different parcels, two geographic parcels, three different ownerships. That, in a nutshell, is what we have done. The existing zone, if you do a search,

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you look for vacant residential land, there is 34 acres that is a baseball field, football field and a track. All high school is currently zoned residential, this fixes that. So we will be able to do an accurate analysis based on zoning of what we have.

Mike McLaughlin -- Again, thank you Grant Young. This is a pilot project with Nyssa and Vale. I know Nyssa will probably be going through this procedure fairly soon. Thank you to the County for the money to get Goal 11 and 12 done. Thank you to Mr. Young for doing all the in-between stuff for the last three or four years. Again, the County is looking to identify Malheur County as a significant industrial land area. We are partnering with Ontario, Nyssa and Vale. We are all doing the same thing, looking to lure industry here for jobs for our community and our residents. That's what this exercise is all about. Any other comments?

Larry Sullivan -- Grant Young has been an absolutely invaluable resource on this project. There have been revolutionary land use actions that have taken place in the last few years, and Mr. Young deserves a lot of the credit for seeing us reach the stage we have. He has really devoted a lot of his time and energies to seeing this accomplished. I know from my involvement both in the Vale project and the Ontario project, he has really been a huge source of assistance on getting these land use actions approved.

Lynn Findley -- If you look at the staff report on page 1 and 2, it pretty much lays the chronology and background of how we got here. I didn't read that tonight, but it's a good read and it lays out a lot of the stuff, the partnerships that were formed, and the assistance that we have gotten. I assure you, we would not be in this position without the partnerships that were formed. The DLCD to help us, the City of Nyssa to help us, the County Court to help fund this, and I guarantee we wouldn't have gotten a loan. When the City Manager of Nyssa and I went over there and groveled with the County Court five times, they finally listened to us. This is a joint effort. This has been a monumental watershed event.

Mike McLaughlin -- It's a huge step forward for us. Brett Barton started this, you took the ball and ran with it. I know you have done a tremendous amount of work. Mr. Young, the County, special thanks to Scott Farley with the Solutions Group for identifying us as a pilot project to help get us going on this. Thank you very much everybody who has played a role in this.

Break at 7:45 PM. City Council meeting continued after break.

April 08, 2014

**CITY OF VALE AND MALHEUR COUNTY JOINT NOTICE OF LEGISLATIVE
LAND USE ACTION**

Dear Recipient;

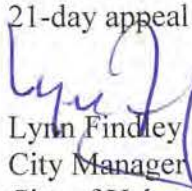
You have been identified as a party or an entity who is entitled to notice of the following matter(s) which came before the City of Vale (Planning Commission and City Council) at 7:00 P.M. on February 25 2014, and before the Malheur County Planning Commission at 7:30 P.M. on March 27, 2014; and before the Malheur County Court at 9:00 A.M. on April 2, 2014. You are being sent this notice because your property is located within the area affected by these amendments, or you are a person, agency or organization which is entitled by law to notice of these decisions by the City and County.

CITY LAND USE ACTION #VA-14-01, ORDINANCE #866; MALHEUR COUNTY LAND USE ACTION #2014-03-003, ORDINANCE #204. The City of Vale has adopted amendments to it's Comprehensive Plan Text, Plan Map, Zoning Ordinance (city code?), Zoning Map, Public Facilities Plan, Transportation Plan, and additional supporting documents to the plan to accomplish a large rezone of land within the Urban Growth Area and City Limits to a new Public Facilities Zone, and within the Urban Growth Boundary from Commercial to UGB Industrial, and expanded the Urban Growth Boundary to include and rezone land from Exclusive Farm Use to UGB Public Facilities and UGB Industrial. This action was taken for the purposes of consistency of zoning with actual use and build-out, and to ensure a 20-year supply of Industrial Land for future city needs.

Malheur County, as a partner in the Urban Growth Area, has adopted all city materials pertinent to the existing and new UGB of the City of Vale as required by State and Local planning regulations.

The package of adopted materials may be viewed at the offices of the City of Vale at 252 B Street West and the Malheur County Planning Department at 251 B Street West in Vale, Oregon.

This action is an appealable decision. The applicable local and state laws require appeal of City Council, and County Court, decisions to go directly to the Oregon Land Use Board of Appeals (LUBA). ORS 197.830 provides for appeal to the Land Use Board of Appeals (LUBA). Such appeal must be initiated by filing a "Notice of Intent" to appeal the decision within twenty- one (21) days after the date the decision sought to be reviewed becomes final; in this case, the notice of decision shall serve as the initiating date. The Notice of Intent to appeal must be filed with LUBA by contacting its office at Land Use Board of Appeals, DSL Building, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283; Telephone: (503) 373-1265. The beginning date for the 21-day appeal period is the date of this "Notice of Decision"; April 2, 2014.



Lynn Findley
City Manager
City of Vale

The City of Vale, Oregon

252 B Street West • Vale, OR 97918

Phone: (541) 473-3133 • FAX: (541) 473-3895

TTY-VOICE 1-800-735-2900



Malheur County Seat

April 8, 2014

Mr. Lynn Findley
City Manager
252 B Street W
Vale, OR 97918

Dear Mr. Findley,

Today, I mailed to the following, "The City of Vale and Malheur County Joint Notice of Legislative Land Use Action: This is to notify you that the City has adopted a land use regulation that may affect the permissible uses of your property and other properties":

Mr. Lonnie Fulleton	1415 Graham Boulevard	Vale, Oregon
Mr. & Mrs. Thomas McElroy	3790 Stage Road	Vale, Oregon
Mr. & Mrs. Edward Davies	1074 W 1 st Street	Vale, Oregon
Vale School District (Matt Hawley)	403 E Street W	Vale, Oregon
Malheur County P & Z (Alvin Scott)	251 B Street W	Vale, Oregon
BLM (Trish Skerjanec)	100 Oregon Street E	Vale, Oregon
Mr. & Mrs. Allen White	1497 Frontier Lane	Vale, Oregon
ODOT (JR Lattin)	541 Stanton Boulevard	Vale, Oregon
Mia Nelson (Willamette Valley Advocate)		
1000 Friends of Oregon	P O Box 51252	Eugene, OR
Dave Ingram, Assessor Malheur County	251 B Street W	Vale, OR
Vale Oregon Irrigation District	521 A Street W	Vale, OR
Warm Springs Irrigation	334 Main Street N	Vale, OR
Ron Jacobs, Oregon Water Resources	251 B Street W	Vale, OR

Sincerely,

Renee Churchill
Administrative Manager

The City of Vale is an Equal Opportunity Employer/Provider

EXHIBIT K 100 YEAR FLOOD ZONE

Zone Code Map Vale, Oregon

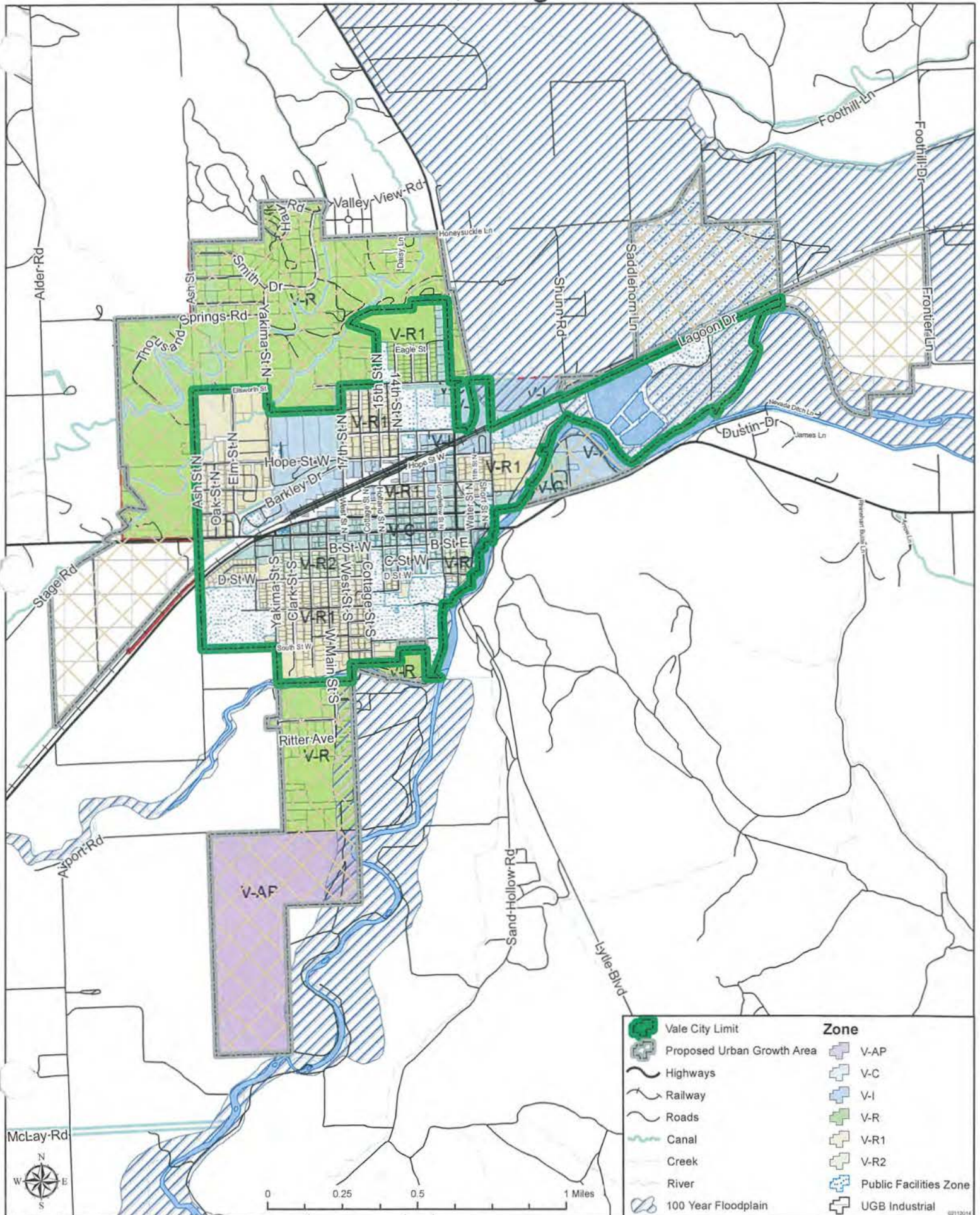


EXHIBIT L

IRRIGATION DISTRICT RESOLUTION

WARMSPRINGS IRRIGATION DISTRICT

RESOLUTION
ESTABLISHING A POLICY TO PRESERVE DISTRICT WATER RIGHTS
FOR AGRICULTURAL USE AND TO PREVENT
WATER RIGHT FORFEITURES RESULTING FROM
NON-AGRICULTURAL DEVELOPMENT OF
LANDS WITHIN THE DISTRICT

- Whereas,** The City of Vale and Malheur County are in the process of rezoning several parcels of agricultural land within the District for future non-agricultural development; and
- Whereas,** In authorizing the annexation of a portion of those acres into the City of Vale for non-agricultural development, it is the City of Vale's goal to insure no net loss of agricultural lands by requiring the affected landowners to transfer the surface water rights on those lands to other lands on which the water rights will be beneficially used for irrigated agriculture; and
- Whereas,** The surface water irrigation rights on those lands are in the name of the District and are controlled by the District; and
- Whereas,** It is in the best interests of the District and its patrons to preserve for agricultural irrigation use all of said surface water rights; and
- Whereas,** It is in the best interests of the District to cooperate to the extent practicable with the City of Vale in its goal of insuring no net loss of agricultural lands with respect to water rights controlled by the District; and
- Whereas,** It is in the best interests of the District to formally establish a policy for transferring surface irrigation rights from non-agricultural lands to agricultural lands so as to prevent the forfeiture of District water rights; and
- Whereas,** Oregon law authorizes irrigation districts to control the distribution of water within their boundaries; and
- Whereas,** If a District water right is no longer beneficially used on the land to which it is appurtenant, Oregon law establishes procedures for irrigation districts to temporarily or permanently transfer water rights to other lands within an irrigation district; and
- Whereas,** If the District determines that there are insufficient irrigable acres within the District to which said water rights may be transferred, ORS 545.051, et seq. establishes a process by which an irrigation district can enlarge its boundaries to include other lands to which such water rights could be transferred.

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE WARMSPRINGS IRRIGATION DISTRICT RESOLVES AS FOLLOWS:

1. It is hereby declared to be the policy of the Warmsprings Irrigation District to preserve all District water rights whenever possible rather than allowing said water rights to be forfeited for non-use.
2. Whenever the District receives notice that any District water right is not being beneficially used, or will cease to be beneficially used in the near future, because of the conversion of land to non-agricultural use, the District shall contact the appurtenant landowner or other responsible person to determine whether the loss of beneficial use is temporary or will extend beyond Oregon's five year forfeiture period.
3. If the District determines that the loss of beneficial use will extend beyond the five year forfeiture period, the District shall either temporarily or permanently transfer those water rights to other lands within the District upon which the water rights may be beneficially used prior to the expiration of the forfeiture period, provided the District is able to deliver water to the lands to which said water rights are to be relocated.
4. The District shall maintain an inventory of irrigable lands within the District on which no surface water right is appurtenant. If it appears to the District Board that there insufficient irrigable acres within the District boundaries to which water rights could be transferred, the District shall identify irrigable lands outside the District boundaries that could be economically served by the District's water delivery system. In the event the District Board determines it is advisable and feasible, the District shall encourage the owners of said irrigable lands outside the District boundaries to petition the District to include additional lands within the District boundaries for the purpose of applying District water rights to those lands. It shall be the policy of the District to favor petitions for inclusion initiated pursuant to this policy for the purpose of applying District water rights
5. All District water rights subject to transfer to lands within the District shall remain in the name of the District after the transfer, and not in the name of the owner of the land to which the water right is transferred.
6. The costs incurred by the District in transferring water rights shall be borne by the landowners who receive the benefit of the transferred water rights. If the transfer of District water rights requires the extension or modification of the District's water delivery system, the landowners receiving the benefit thereof shall be responsible for paying or reimbursing the District for that cost in proportion to the benefit received, and the land shall be subject to a lien for the payment of that cost. The District shall enter into such agreements with the benefitted landowners as are required for that purpose.

PASSED AND ADOPTED by the Board of Directors of the Warmsprings Irrigation District this 11th day of March, 2014, by the following vote:

AYES: 3

NAYS: 0

ABSENT: 0


Board Chair

Attest:

District Secretary

