



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

Phone: (503) 373-0050

First Floor/Coastal Fax: (503) 378-6033

Second Floor/Director's Office Fax: (503) 378-5518

Third Floor/Measure 37 Fax: (503) 378-5318

Web Address: <http://www.oregon.gov/LCD>

NOTICE OF ADOPTED AMENDMENT

November 30, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Nyssa Plan Amendment
DLCD File Number 002-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: December 12, 2006

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

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

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

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Darren Nichols, DLCD Regional Representative
Bill Ewing, City of Nyssa

<paa> ya



NOTICE OF ADOPTION

This form must be mailed to DLCD not later than 5 working days after adoption
ORS 197.610, and OAR Chapter 660 - Division 18

See reverse side for submittal requirements

DEPT OF

NOV 24 2006

LAND CONSERVATION
AND DEVELOPMENT

Jurisdiction: City of Nyssa, OR Local File No.: _____

Date of Adoption: 11-16-06 Date Mailed: 11-21-2006

Date the Notice of Proposed Amendment was mailed to DLCD: 8-31-06

Comprehensive Plan Text Amendment Comprehensive Plan Map Amendment
 Land Use Regulation Amendment Zoning Map Amendment
 New Land Use Regulation

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Re-zone approximately 22 acres from R-3 Multi-Family Residential
to Industrial.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice the proposed amendment, write "N/A."

Same

Plan Map Change From : R-3 to Industrial

Zone Map Change From: R-3 to Industrial

Location: TL #5700 TWP-19-R-47C Acres Involved: 22

Specify Density: Previous: _____ New: _____

Applicable Goals: 10-11-12 Was an Exception Adopted? Yes: _____ No: X

DLCD File No.: 002-06 (15526)

NOTICE OF PROPOSED AMENDMENT

This form must be received by DLCD at least 45 days prior to the final hearing
ORS 197.610, and OAR Chapter 660 - Division 18

See reverse side for submittal requirements

COPY

Jurisdiction: City of Nyssa Local file #: _____

Date of Final Hearing: 11/14/06 Date Mailed: 8/31/06

Has this proposal been submitted to DLCD? Yes: No: Date: _____

Comprehensive Plan Text Amendment Comprehensive Plan Map Amendment
 Land Use Regulation Amendment Zoning Map Amendment
 New Land Use regulation

Briefly summarize the proposal. Do not use technical terms. Do not write "See Attached."

Request is to rezone the North portion of Tax Lot 5300, Township 19, Range 476
from Multiple Family Dwelling (R-3) to Industrial. Approximately 22 acres.
Tax Lot contains 43 acres.

Plan Map Change from: R-3 Multiple Fam. Dwell to Industrial

Zone Map Changed: R-3 Multiple Fam. Dwelling to Industrial

Location: _____ Acres Involved: 22

Specified Change in Density: Current: R-3 Multi. Fam. Proposed: Industrial

Applicable Goals: 10,11,12 Is an Exception Proposed? Yes: No:

Affected State or Federal Agencies, Local Governments or Special Districts: DLCD, Mal. Co.,
OR Comm. on Housing, OEDD, ODOT, Fish & Wildlife, Mal. Co Extension Service,
Mal. Co Soil & Water Conservation, Mal. Co. Planning, District Conservationist,

District Fish Biologist, District Wildlife Biologist

Local Contact: Bill Ewing, City Manager Phone: (541) 372-2264 ext. 5

Address: 14 S 3rd Street

City: Nyssa, Oregon Zip Code+4: 97913

DLCD File#: _____

**PUBLIC HEARING
PLANNING COMMISSION MEETING
DATE: 10/26/2006**

**HOUSING AUTHORITY OF MALHEUR COUNTY
RE-ZONING**

NOTICE OF PUBLIC HEARING

Time: 7:00PM

Date: Thursday, October 26, 2006

Place: Nyssa City HALL

14 South 3th Street

Nyssa, Oregon 97913

NOTE: The Nyssa Planning Commission will conduct a public hearing on a proposed zone change. The request is to re zone the north portion of township 19 Range 47C Tax Lot 5700 from Multiple Family Residential, to industrial.

APPLICANT: Housing Authority of Malheur County, 959 Fortner Street, Ontario, Oregon 97914

PROPERTY LOCATION: TOWNSHIP 19 RANGE 47C TAX LOTS 5700. .

THE NYSSA PLANNING COMMISSION WILL CONDUCT A PUBLIC HEARING REGARDING PROPOSED ZONE CHANGE. THE REQUEST IS TO RE-ZONE NORTH PORTION OF TAX LOT 5700 IN TOWNSHIP 19 RANGE 47C CURRENTLY ZONED R-3 (Multiple Family Housing) TO A INDUSTRIAL ZONE.

PERSONS WISHING TO SPEAK FOR OR AGAINST THE PROPOSED CHANGES MAY APPEAR IN PERSON OR BY REPRESENTATIVE AT THE DATE AND TIME LISTED ABOVE. ALSO, WRITTEN TESTIMONY WILL BE RECEIVED UP TO ONE WEEK PRIOR TO THE DATE OF THE HEARING AT THE CITY OF NYSSA, 14 SOUTH 3RD STREET, NYSSA, OREGON 97913.

FAILURE TO RAISE AN ISSUE AT THE HEARING, IN PERSON OR BY LETTER, OR FAILURE TO PROVIDE SUFFICIENT SPECIFICITY TO AFFORD THE DECISION MAKERS AN OPPORTUNITY TO RESPOND TO THE ISSUE WILL PRECLUDE APPEAL TO THE STATE LAND USE BOARD OF APPEALS. (LUBA). GOALS 9, 10, 11, 12, AND 14 HAVE BEEN IDENTIFIED AS APPLICABLE. ALL TESTIMONY AND EVIDENCE RECEIVED DURING THE PUBLIC HEARING MUST BE DIRECTED TOWARD THE RULE, LAW, REGULATION OR POLICY WHICH YOU BELIEVE APPLIES.

THE LOCATION OF THE HEARING IS ACCESSIBLE TO THE DISABLED. IF YOU NEED SPECIAL ACCOMMODATION TO ATTEND OR PARTICIPATE IN THE HEARING, PLEASE CONTACT CITY HALL 24 HOURS PRIOR TO THE HEARING.

A COPY OF THE PROPOSED CHANGES ARE AVAILABLE AT CITY HALL. COPIES ARE PROVIDED AT A REASONABLE COST

By: Bill Ewing
City Manager

POSTED: 10-2-06 Post Office, M&W Market, Senior Center, Nyssa Co-op, City Hall, Argus

PLANNING COMMISSION
STAFF REPORT

OCTOBER 26, 2006

APPLICANT: HOUSING AUTHORITY OF MALHEUR COUNTY
959 FORTNER STREET
ONTARIO, OREGON 97914

REQUEST: THE REQUEST IS TO RE-ZONE THE NORTH PORTION OF TAX LOT 5700
IN TOWNSHIP 19 RANGE 4700C CURRENTLY ZONED R-3 (Multiple Family
Housing) TO AN INDUSTRIAL ZONE.

STAFF REPORT:

COMPREHENSIVE PLAN: APPLICABLE GOALS: 10 - 11 - 12

GOAL 10 HOUSING.

SECTION 10 - 8 GOAL IS TO PROVIDE FOR HOUSING NEEDS OF CITIZENS OF THE
CITY, AND SUBSEQUENTLY OF THE STATE.

SECTION 10 - 9 POLICIES ONE AND THREE

1. TO ADDRESS THE NEEDS OF THE CITIZENS OF NYSSA, THE CITY SHALL WORK WITH PRIVATE AND NON-PROFIT ORGANIZATIONS, COUNTY, STATE AND FEDERAL AGENCIES TO PROVIDE FOR HOUSING NEEDS OF ALL INCOME GROUPS.
2. THE CITY WILL ENCOURAGE THE CONSERVATION AND REHABILITATION OF HOUSES IN NYSSA.
3. TO MINIMIZE HOUSING COSTS; AN EFFICIENT USE OF LAND; PUBLIC FACILITIES AND SERVICES, THE CITY SHALL ENCOURAGE HIGHER DENSITY DEVELOPMENT OF ALL TYPES OF RESIDENTIAL STRUCTURES. TO MINIMIZE COST OF HOUSING AND THE TAX BURDEN OF LOCAL RESIDENTS, THE CITY SHALL ENCOURAGE AN EFFICIENT USE OF PUBLIC FACILITIES AND SERVICES, INCLUDING WATER AND SEWER, BY DEVELOPING VACANT LAND IN THE CITY.

FINDINGS:

1. THE COMPREHENSIVE PLAN SECTION 10 - 4 HOUSING CONDITIONS DETERMINED THAT 48.8% OF THE HOUSING PREDATED 1949 WITH 38.7 % BEING CONSTRUCTED BETWEEN 1950 AND 1970. (PER THE 1970 CENSES)
2. ONLY TWO STICK BUILT HOMES HAVE BEEN CONSTRUCTED WITHIN THE CITY LIMITS OF NYSSA SINCE OCTOBER 1998 AND JUNE 2006. NO MULTI-FAMILY UNITS HAVE BEEN CONSTRUCTED DURING THE SAME TIME FRAME.
- 3 CURRENT INVENTORY OF BUILDABLE LOTS CONSISTS MOSTLY OF 50' BY 100' LOTS IN DETERIORATING NEIGHBORHOODS.
- 4 THE EXISTING VACANT LOTS IN STABLE NEIGHBORHOODS ARE NOT CURRENTLY SERVED BY STREETS, WATER OR SEWER. THE COST OF PROVIDING THESE SERVICE ARE COST PROHIBITIVE BECAUSE OF THE SMALL NUMBER OF AVAILABLE LOTS.

CONCLUSION:

THE PROPOSED ZONE CHANGE TO REZONE APPROXIMATELY 22 ACRES FROM MULTI - FAMILY TO INDUSTRIAL MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 10 - HOUSING - OF NYSSA'S COMPREHENSIVE PLAN.

CHAPTER 11 - THE ECONOMY

SECTION 11-5 GOALS. TO DIVERSIFY AND IMPROVE THE ECONOMY OF THE CITY AND, AS A CONSEQUENCE, THE STATE

SECTION 11 - 6 POLICES: 1, 2, 3, 4 AND 6.

1. THE CITY SHALL COOPERATE WITH OTHER AGENCIES AND DEVELOPMENT GROUPS FOR THE PROMOTION OF THE DIVERSIFICATION OF THE CITY'S ECONOMIC BASE TO INCREASE THE EMPLOYMENT OPPORTUNITY FOR LOCAL RESIDENTS.
2. POTENTIAL CONFLICTS BETWEEN ECONOMICS DEVELOPMENT AND AGRICULTURE SHALL BE CAREFULLY CONSIDERED. CITY POLICIES SHALL HELP TO MAINTAIN THE VITALITY OF THE AGRICULTURE SECTOR OF THE LOCAL ECONOMY.
3. TO IMPLEMENT THE ECONOMIC POLICIES OF NYSSA, THE CITY SHALL COORDINATE AND COOPERATE WITH VARIOUS LOCAL, STATE, AND FEDERAL AGENCIES, WHO PROVIDE ASSISTANCE IN ECONOMIC DEVELOPMENT.

4. THE ECONOMIC ELEMENT OF THE COMPREHENSIVE PLAN SHALL BE CAREFULLY COORDINATED AND BALANCED WITH OTHER ELEMENTS OF THE PLAN, SUCH AS PUBLIC FACILITIES, SERVICES AND URBANIZATION.
6. PRIORITY SHALL BE GIVEN TO ATTRACTING AND DEVELOPING INDUSTRIES THAT CAN UTILIZE EXISTING RESOURCES, AND LOCAL LABOR POOL.

FINDINGS:

1. THE REZONE OF APPROXIMATELY 22ACRES OF MULTI-FAMILY LAND THAT IS CURRENTLY BEING FARMED WILL NOT- HAVE A SIGNIFICANT IMPACT ON THE NEED OR DEMAND FOR MULTI - FAMILY DWELLING UNITS.
2. THE STATE DEPARTMENT OF ECONOMIC DEVELOPMENT HAD IDENTIFIED THE CITY OF NYSSA AS SEVERELY DISTRESSED AND IS THEREFORE, IN GREAT NEED OF ECONOMIC OPPORTUNITIES AND IMPROVEMENTS.
3. THE CITY OF NYSSA AND MALHEUR COUNTY ARE IDENTIFIED BY THE DEPARTMENT EMPLOYMENT AS HAVING ONE OF THE HIGHEST UNEMPLOYMENT RATES IN THE STATE.
4. THE CITY OF NYSSA HAS A LOW TO MODERATE INCOME RATE OF 57% AND HAS ONE OF THE LOWEST PERSONAL INCOME LEVELS IN THE STATE.
5. THE DEMAND FOR INDUSTRIAL LAND FOR FUTURE DEVELOPMENT AND JOB CREATION FAR OUT WEIGHS THE POTENTIAL LOSS OF DWELLINGS UNITS.
6. CURRENTLY MOST JOBS THAT EXIST IN THE CITY'S INDUSTRIAL ZONE ARE SUPPORTED BY LOCALLY RAISED FARM PRODUCTS.

CONCLUSIONS:

THE PROPOSED REZONE MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 11-ECONOMY OF NYSSA'S COMPREHENSIVE PLAN.

CHAPTER 12 TRANSPORTATION

SECTION 12 - 2 GOAL: TO PROVIDE AND ENCOURAGE A SAFE, CONVENIENT, AND

ECONOMIC TRANSPORTATION SYSTEM.

SECTION 12 - 3 POLICIES.

1. THE CITY SHALL CONTINUE TO UPDATE ITS STREET POLICY FOR ESTABLISHING STANDARDS GOVERNING RIGHT-OF-WAYS REQUIREMENTS, STREET CONSTRUCTION, PAVEMENT, AND STREET LANDSCAPING.
 2. THE COMPREHENSIVE PLAN AND SUBSEQUENT CITY ACTIONS SHALL ASSURE THAT APPROPRIATE RIGHT-OF-WAY AND STREET CONNECTIONS ARE PROVIDED FOR IN THE CITY'S DEVELOPING FRINGES. THE CITY SHALL INSURE THAT MALHEUR COUNTY IS INFORMED OF THESE NEEDS. THE CITY SHALL COORDINATE THEIR TRANSPORTATION SYSTEM WITH COUNTY ROAD DISTRICTS, COUNTY, STATE, AND FEDERAL AGENCIES.
 3. PEDESTRIAN AND AUTOMOTIVE SAFETY SHALL BE A PRIMARY CONSIDERATION IN THE DEVELOPMENT AND IMPROVEMENT OF NYSSA'S TRANSPORTATION SYSTEM.
 4. THE COMPREHENSIVE PLAN SHALL PROVIDE FOR A TRANSPORTATION SYSTEM ADEQUATE TO SERVICE NEWLY DEVELOPING AREAS AND AREAS WHERE DEVELOPMENT IS BEING INTENSIFIED. THE CAPITAL IMPROVEMENT PROGRAM SHALL INCLUDE FUTURE ROAD CONSTRUCTION NEEDS TO SERVE DEVELOPING AREAS.
 5. THE CITY SHALL CONSIDER PRESENT AND FUTURE ENERGY CONSERVATION NEEDS IN DEVELOPING ALL ASPECTS OF TRANSPORTATION INCLUDING STREETS, BIKE WAYS AND SIDEWALKS.
 6. THE CITY SHALL CONSIDER TRANSPORTATION FOR THE DISADVANTAGE, e.g. SENIOR CITIZENS AND HANDICAPPED, IN ITS TRANSPORTATION PLANNING AND DURING REGULARLY SCHEDULED PLAN UPDATES.
 7. THE CITY'S CAPITAL IMPROVEMENT PROGRAM, ADOPTED SUBSEQUENT TO THE COMPREHENSIVE PLAN, SHALL USE THE TRANSPORTATION PRIORITIES ESTABLISHED BY THE PLAN AS THE BASIS FOR THE DESIGN AND FINANCE ELEMENT.
 8. MAJOR TRANSPORTATION PRIORITIES OF NYSSA ARE:
 - (a) PROVIDE TRUCK ROUTES THROUGH THE SOUTH END OF TOWN, ALONG COMMERCIAL AVENUE, AND LOCUST - FIRST STREET ROUTES AS WELL.
-

(b) IMPROVE THE INTERSECTION AT MAIN STREET AND FIRST STREET.

9. THE CITY WILL COOPERATE WITH THE OREGON DEPARTMENT OF TRANSPORTATION IN IMPLEMENTING ITS IMPROVEMENT PLAN.
10. THE CITY WILL COORDINATE WITH THE OREGON DEPARTMENT OF TRANSPORTATION IN THE DEVELOPMENT OF U.S. HIGHWAY 26 THROUGH NYSSA AS AN "ACCESS OREGON" HIGHWAY.

FINDINGS:

1. THE OREGON TRANSPORTATION PLANNING RULE (TPR) ORA 660-12-060 REQUIRES THAT A PLAN AMENDMENT IDENTIFY THE EFFECT AND THE IMPROVEMENTS, IF ANY, NECESSARY TO MITIGATE THE TRAFFIC IMPACTS.
2. THE DEVELOPER SHALL BE REQUIRED TO COMPLETE A TRAFFIC IMPACT STUDY (TIS) TO IDENTIFY POTENTIAL OPERATIONAL AND SAFETY ISSUES SUCH AS SITE DISTANCES AND EXISTING STREET CONNECTIONS TO U.S. HIGHWAY 20/26, AND BE RESPONSIBLE FOR MITIGATING THE IMPACTS.
3. WHEN DEVELOPMENT OCCURS, THE CITY OF NYSSA WILL COOPERATE WITH THE OREGON DEPARTMENT OF TRANSPORTATION TO ASSIST IN MAINTAINING THE SAFETY AND INTEGRITY OF THE HIGHWAY FUNCTION, INCLUDING THE LOCAL TRANSPORTATION INFRASTRUCTURE.
4. SINCE THERE IS NO DEVELOPMENT PERMIT PENDING AT THIS TIME, THERE ARE NO IDENTIFIABLE IMPACTS ON THE TRANSPORTATION SYSTEM.
5. THERE ARE NO SIGNIFICANT IMPACTS ON CHAPTER 12 - TRANSPORTATION.

CONCLUSIONS:

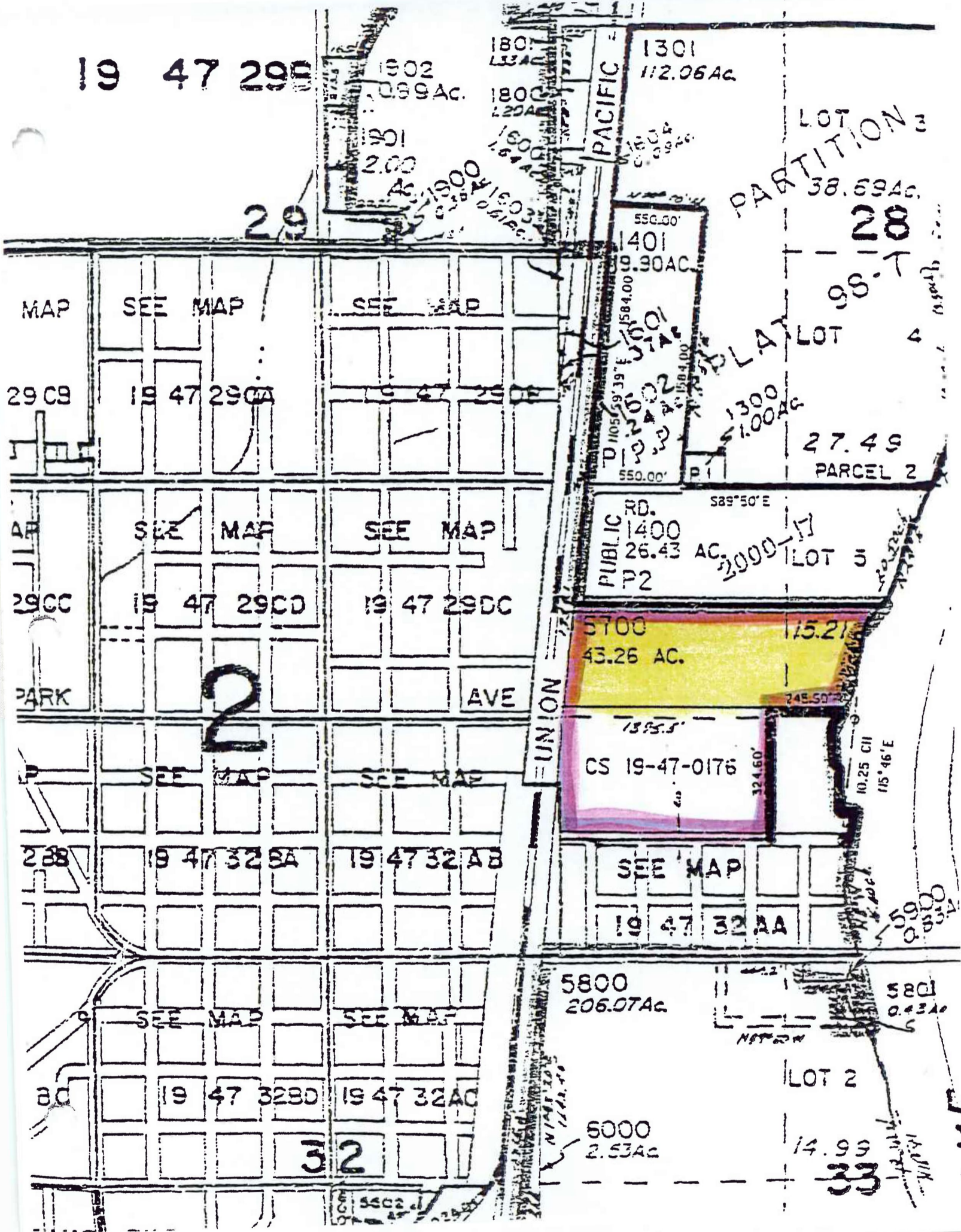
THE PROPOSED REZONE MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 12 - TRANSPORTATION OF NYSSA'S COMPREHENSIVE PLAN.

SUBMITTED BY:

BILL EWING
CITY MANAGER.

19 47 29E

29



MAP

SEE MAP

SEE MAP

29 CB

19 47 29 CA

19 47 29 CE

29 CC

19 47 29 CD

19 47 29 DC

PARK

2

AVE

UNION

29 BB

19 47 32 BA

19 47 32 AB

29 BC

19 47 32 BD

19 47 32 AC

32

1801
LEAD
2.20 AC

1802
2.20 AC

1803
2.20 AC

1804
2.20 AC

1805
2.20 AC

1806
2.20 AC

1807
2.20 AC

1808
2.20 AC

1809
2.20 AC

1810
2.20 AC

1811
2.20 AC

1812
2.20 AC

1813
2.20 AC

1814
2.20 AC

1815
2.20 AC

1816
2.20 AC

1301
112.06 Ac

1401
19.90 AC

1501
13.00 AC

1601
13.00 AC

1701
13.00 AC

1801
13.00 AC

1901
13.00 AC

2001
13.00 AC

2101
13.00 AC

2201
13.00 AC

2301
13.00 AC

2401
13.00 AC

2501
13.00 AC

2601
13.00 AC

2701
13.00 AC

2801
13.00 AC

2901
13.00 AC

3001
13.00 AC

3101
13.00 AC

3201
13.00 AC

3301
13.00 AC

3401
13.00 AC

PARTITION 3
38.63 Ac

28

27.45
PARCEL 2

2000-17
LOT 5

LOT 3

15.21

5800
206.07 Ac

5801
2.20 AC

LOT 2

5900
2.53 Ac

14.99

33

Nyssa Planning Commission Minutes

October 26, 2006

7:00 PM

Roll Call: Pat Marcum Amy Martinez
Dave Hixson Norv Shuster
Robin Froerer (Absent) Clayton Pett
Cindy Graversen

Staff: Bill Ewing, City Manager
Hilda Contreras, City Clerk

Audience: Larry Wilson, Malheur County Planning Commission
Tim Lopez, Malheur Housing Authority
Jim Jensen, Malheur County Economic Development
Nancy Alvarado, Oregon Employment Department

Pledge of Allegiance: The Pledge of Allegiance was recited.

Approval of Minutes for July 27, 2006: Pat Marcum moved seconded by Amy Martinez.
Votes were in favor. (Six ayes.)

NEW BUSINESS

Request: Request is to re-zone the North portion of tax lot 5700 from Multiple Family to Industrial.
Applicant: Housing Authority of Malheur County, 959 Fornter Street, Ontario, OR 97913
Location: Township 19 Range 4700C Tax Lot 5700

OPEN PUBLIC HEARING 7:02 PM

STAFF REPORT: Comprehensive Plan: Applicable Goals: 10 - 11 - 12

CALL FOR COMMENTS FROM APPLICANT: Tim Lopez, Malheur Housing Authority was present to answer any questions or concerns the Planning Commission may have.

CALL FOR PROPONENT TESTIMONY: Larry Wilson, Malheur County Planning Commission and Tim Lopez both spoke in favor of the zone change.

Clayton Pett, stated that this would not be a suitable place to build a home.

CALL FOR OPPONENT TESTIMONY: None

PUBLIC HEARING CLOSED AT 7:11 PM

Planning Commission Deliberation: The members briefly reviewed the staff report and findings as outlined by Bill Ewing, City Manager.

Norv Shuster moved to adopt the findings with a caveat that the City Council adopt additional findings on the Transportation Goal to address the concerns raised by the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. Move to recommend that the City Council approve the requested zone change. Motion seconded by Amy Shuster. Votes were in favor. (Six ayes.)

Meeting adjourned at 7:36 PM

Respectfully Submitted by
Hilda Contreras, City Clerk

**PUBLIC HEARING
NYSSA CITY COUNCIL
DATE: 11/14/2006**

**HOUSING AUTHORITY OF MALHEUR COUNTY
RE-ZONING**

9/16/06
Marked

NOTICE OF A PUBLIC HEARING

Time: 7:00PM

Date: November 14, 2006

Place: Nyssa City Hall

14 South 3rd Street

Nyssa, Oregon 97913

NOTE: THE NYSSA CITY COUNCIL WILL CONDUCT A PUBLIC HEARING ON A PROPOSED ZONE CHANGE. THE REQUEST IS TO REZONE THE NORTH PORTION OF TOWNSHIP 19 RANGE 47C TAX LOT 5700 FROM MULTIPLE FAMILY RESIDENTIAL TO INDUSTRIAL.

APPLICANT: HOUSING AUTHORITY OF MALHEUR COUNTY, 959 FORTNER STREET, ONTARIO, OREGON 97914.

PROPERTY LOCATION: TOWNSHIP 19 RANGE 47C TAX LOTS 5700. .

THE NYSSA CITY COUNCIL WILL CONDUCT A PUBLIC HEARING REGARDING A PROPOSED ZONE CHANGE. THE REQUEST IS TO RE-ZONE NORTH PORTION OF TAX LOT 5700 IN TOWNSHIP 19 RANGE 47C CURRENTLY ZONED R-3 (Multiple Family Housing) TO A INDUSTRIAL ZONE.

PERSONS WISHING TO SPEAK FOR OR AGAINST THE PROPOSED CHANGES MAY APPEAR IN PERSON OR BY REPRESENTATIVE AT THE DATE AND TIME LISTED ABOVE. ALSO, WRITTEN TESTIMONY WILL BE RECEIVED UP TO ONE WEEK PRIOR TO THE DATE OF THE HEARING AT THE CITY OF NYSSA, 14 SOUTH 3RD STREET, NYSSA, OREGON 97913.

FAILURE TO RAISE AN ISSUE AT THE HEARING, IN PERSON OR BY LETTER, OR FAILURE TO PROVIDE SUFFICIENT SPECIFICITY TO AFFORD THE DECISION MAKERS AN OPPORTUNITY TO RESPOND TO THE ISSUE WILL PRECLUDE APPEAL TO THE STATE LAND USE BOARD OF APPEALS. (LUBA) GOALS 10, 11, AND 12 HAVE BEEN IDENTIFIED AS APPLICABLE. ALL TESTIMONY AND EVIDENCE RECEIVED DURING THE PUBLIC HEARING MUST BE DIRECTED TOWARD THE RULE, LAW, REGULATION OR POLICY WHICH YOU BELIEVE APPLIES.

THE LOCATION OF THE HEARING IS ACCESSIBLE TO THE DISABLED. IF YOU NEED SPECIAL ACCOMMODATION TO ATTEND OR PARTICIPATE IN THE HEARING, PLEASE CONTACT CITY HALL 24 HOURS PRIOR TO THE HEARING.

A COPY OF THE PROPOSED CHANGES IS AVAILABLE AT CITY HALL. COPIES ARE PROVIDED AT A REASONABLE COST.

By: Bill Ewing, City Manager

POSTED: 10-2-06 Post Office, M&W Market, Senior Center, Nyssa Co-op, City Hall, Argus

**PUBLIC HEARING
NYSSA CITY COUNCIL
DATE: 11/16/2006**

CONTINUANCE OF PUBLIC HEARING HELD ON 11/14/2006

**HOUSING AUTHORITY OF MALHEUR COUNTY
RE-ZONING**

CITY OF NYSSA
City Council Meeting Minutes
Special Meeting
November 16, 2006
6:30 PM

ROLL CALL:

Sue Walker, Mayor	Bill Ewing, Manager
Kathy Flanders, President	Beth Ann Christensen, Recorder
Diego Castellanoz	Mike Horton, City Attorney
Harry Flock	Dennis Francis, Police Chief
Brent Huffman	
Alicia Shell	

AUDIENCE:

Andrea Lockner, BS, Prevention & Recovery Counselor, Lifeways
Sheriff Andy Bentz
Anne Kraft, Intervention Coordinator, Oregon Research Institute
Jennifer Colton, Argus Observer
Tim Lopez., Malheur County Housing Authority
Jim Jensen, Director of Malheur County Economic Development Department
Pat Oliver, Councilman Elect

The meeting was called to order at 6:30 pm. Councilman Pat Brewer was not in attendance. Mr. Horton led the Pledge of Allegiance.

Adoption of Agenda: Kathy Flanders moved to adopt the Agenda. Alicia Shell seconded the motion. Voting for the motion: Sue Walker, Kathy Flanders, Diego Castellanoz, Harry Flock, Brent Huffman, Alicia Shell; against, none; absent: Pat Brewer.

NEW BUSINESS:

- 1. Presentation by Oregon Research Institute: Reducing Youth Access to Alcohol Project:** Andrea Lockner and Anne Kraft presented a PowerPoint slideshow on the research project "Reducing Youth Access to Alcohol". A resolution, indicating the City's desire to participate, will be drafted for the Council to adopt.
- 2. Traffic Impact Study:** Brent Huffman moved that the Council will split the cost of a traffic impact study on land owned by Bruce Corn. Kathy Flanders seconded the motion. Voting for the motion: Sue Walker, Kathy Flanders, Diego Castellanoz, Harry Flock, Brent Huffman, Alicia Shell; against, none; absent: Pat Brewer.

3. **Housing Authority of Malheur County: Request for a Zone Change. A Continuance From the Public Hearing Conducted on November 14, 2006:**
- A. **Review the Traffic Impact Study Completed by Thompson Engineers, on Page 17 (Conclusion) Delete the Reference to Acceleration Lane under Item Number 7 – ODOT does not Utilize Acceleration Lanes.** Alicia Shell moved to adopt the staff findings, and delete the references to the acceleration lane under item 7 on page 17 of the Traffic Impact Study. Brent Huffman seconded the motion. Voting for the motion: Sue Walker, Kathy Flanders, Diego Castellanoz, Harry Flock, Brent Huffman, Alicia Shell; against, none; absent: Pat Brewer.
- B. **Adopt Resolution # 685-06: A Resolution of the City of Nyssa, Malheur County, Oregon. Rezoning the North Portion of Tax Lot 5700 in Township 19, Range 47C from R-3 Residential to Industrial, Amending the Zoning Map and Amending the Comprehensive Plan.** Brent Huffman moved to adopt Resolution # 685-06: A Resolution . . . Rezoning the North Portion of the Tax Lot 5700 in Township 19, Range 47C From R-3 Residential to Industrial, Amending the Zoning Map and Amending the Comprehensive Plan. Sue Walker seconded the motion. Voting for the motion: Sue Walker, Kathy Flanders, Diego Castellanoz, Harry Flock, Brent Huffman, Alicia Shell; against, none; absent: Pat Brewer.
4. **Collection Policy: Discussion Only:** An amendment to the current resolution will be drafted for the Council's consideration.
5. **Interviews for Police Chief Candidates:** Kathy Flanders moved to interview all Police Chief Candidates on Saturday, December 9, 2006. Brent Huffman seconded the motion. Voting for the motion: Sue Walker, Kathy Flanders, Diego Castellanoz, Harry Flock, Brent Huffman, Alicia Shell; against, none; absent: Pat Brewer.

The meeting was adjourned at 8:21 pm.

Respectfully submitted by:

Beth Ann Christensen, CPA
Beth Ann Christensen, City Recorder

Susan K. Walker
Susan Walker, Mayor

RESOLUTION 685-06

A RESOLUTION OF THE CITY OF NYSSA, MALHEUR COUNTY, OREGON, REZONING NORTH PORTION OF TAX LOT 5700 IN TOWNSHIP 19, RANGE 47C, FROM R-3 RESIDENTIAL TO INDUSTRIAL, AMENDING ZONING MAP, AND AMENDING COMPREHENSIVE PLAN

WHEREAS, Housing Authority of Malheur County owns Tax Lot 5700 in Township 19, Range 47C and has made application to the City of Nyssa to change the zoning of the land from Multiple Family Housing (R-3) to Industrial; and

WHEREAS, the Nyssa Planning Commission has held a hearing and made a recommendation to the Nyssa City Council to change the zoning; and

WHEREAS, the Nyssa City Council has held a hearing and has received testimony in support of the zone change and no testimony in opposition; and

WHEREAS, the Nyssa City Council has adopted findings of fact supporting the zone change.

NOW THEREFORE, be it resolved by the Common Council of the City of Nyssa, Oregon, as follows:

- I. The Comprehensive Plan of the City of Nyssa is hereby amended to change the zoning of approximately 22 acres of land located in Malheur County, Oregon, known as the North portion of Tax Lot 5700, Township 19, Range 47C from R-3 to Industrial.
- II. The zoning map of the City of Nyssa is hereby amended to change the zoning of said North portion of Tax Lot 5700 from R-3 to Industrial.
- III. The application to rezone the said North portion of Tax Lot 5700 is hereby approved and the zoning is hereby changed from R-3 to Industrial.
- IV. When development of the said North portion of Tax Lot 5700 occurs, the owner of the property shall address and mitigate the effects identified in the Traffic Impact Study made a part of the findings of fact adopted by this Council.

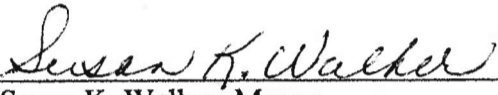
EMERGENCY CLAUSE: The Common Council of the City of Nyssa hereby adjudges that it is necessary for the immediate preservation of the peace, health and safety of the said City that this resolution shall take effect immediately upon its passage and approval, and an emergency is hereby declared to exist and this resolution will be in full force and effect immediately upon its passage by the Council and its approval by the Mayor.

Resolution No. 685-06


Passed by the Common Council of the City of Nyssa, Oregon, by the following vote this 16th day of November, 2006.

AYES: Susan Walker, Kathy Flanders, Diego Castellanoz,
Harry Flock, Brent Huffman and Alicia Shell
NAYS: None
ABSENT: Pat Brewer

Approved this 16th day of November, 2006.


Susan K. Walker, Mayor

ATTEST:


Beth Ann Christensen, City Recorder

NYSSA CITY COUNCIL
STAFF REPORT

NOVEMBER 14, 2006

APPLICANT: HOUSING AUTHORITY OF MALHEUR COUNTY
959 FORTNER STREET
ONTARIO, OREGON 97914

REQUEST: THE REQUEST IS TO RE-ZONE THE NORTH PORTION OF TAX LOT 5700
IN TOWNSHIP 19 RANGE 4700C CURRENTLY ZONED R-3 (Multiple Family
Housing) TO AN INDUSTRIAL ZONE.

STAFF REPORT:

PLANNING COMMISSION DECISION: PLANNING RECOMMENDS THAT THE NYSSA
CITY COUNCIL APPROVED THE REQUESTED ZONE CHANGE SUBJECT TO
ADOPTION OF ADDITIONAL FINDINGS TO ADDRESS DLCD AND ODOT CONCERNS
REGARDING GOAL 12 (TRANSPORTATION)

COMPREHENSIVE PLAN: APPLICABLE GOALS: 10 - 11 - 12

GOAL 10 HOUSING.

SECTION 10 - 8 GOAL IS TO PROVIDE FOR HOUSING NEEDS OF CITIZENS OF THE
CITY, AND SUBSEQUENTLY OF THE STATE.

SECTION 10 - 9 POLICIES ONE AND THREE

1. TO ADDRESS THE NEEDS OF THE CITIZENS OF NYSSA, THE CITY SHALL WORK
WITH PRIVATE AND NON-PROFIT ORGANIZATIONS, COUNTY, STATE AND
FEDERAL AGENCIES TO PROVIDE FOR HOUSING NEEDS OF ALL INCOME
GROUPS.
 2. THE CITY WILL ENCOURAGE THE CONSERVATION AND REHABILITATION OF
HOUSES IN NYSSA.
 3. TO MINIMIZE HOUSING COSTS; AN EFFICIENT USE OF LAND; PUBLIC
FACILITIES AND SERVICES, THE CITY SHALL ENCOURAGE HIGHER DENSITY
DEVELOPMENT OF ALL TYPES OF RESIDENTIAL STRUCTURES. TO MINIMIZE
-

COST OF HOUSING AND THE TAX BURDEN OF LOCAL RESIDENTS, THE CITY SHALL ENCOURAGE AN EFFICIENT USE OF PUBLIC FACILITIES AND SERVICES, INCLUDING WATER AND SEWER, BY DEVELOPING VACANT LAND IN THE CITY.

FINDINGS:

1. THE COMPREHENSIVE PLAN SECTION 10 - 4 HOUSING CONDITIONS DETERMINED THAT 48.8% OF THE HOUSING PREDATED 1949 WITH 38.7 % BEING CONSTRUCTED BETWEEN 1950 AND 1970. (PER THE 1970 CENSES)
2. ONLY TWO STICK BUILT HOMES HAVE BEEN CONSTRUCTED WITHIN THE CITY LIMITS OF NYSSA SINCE OCTOBER 1998 AND JUNE 2006. NO MULTI-FAMILY UNITS HAVE BEEN CONSTRUCTED DURING THE SAME TIME FRAME.
- 3 CURRENT INVENTORY OF BUILDABLE LOTS CONSISTS MOSTLY OF 50' BY 100' LOTS IN DETERIORATING NEIGHBORHOODS.
- 4 THE EXISTING VACANT LOTS IN STABLE NEIGHBORHOODS ARE NOT CURRENTLY SERVED BY STREETS, WATER OR SEWER. THE COST OF PROVIDING THESE SERVICE ARE COST PROHIBITIVE BECAUSE OF THE SMALL NUMBER OF AVAILABLE LOTS.

CONCLUSION:

THE PROPOSED ZONE CHANGE TO REZONE APPROXIMATELY 22 ACRES FROM MULTI - FAMILY TO INDUSTRIAL MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 10 - HOUSING - OF NYSSA'S COMPREHENSIVE PLAN.

CHAPTER 11 - THE ECONOMY

SECTION 11-5 GOALS. TO DIVERSIFY AND IMPROVE THE ECONOMY OF THE CITY AND, AS A CONSEQUENCE, THE STATE

SECTION 11 - 6 POLICES: 1, 2, 3, 4 AND 6.

1. THE CITY SHALL COOPERATE WITH OTHER AGENCIES AND DEVELOPMENT GROUPS FOR THE PROMOTION OF THE DIVERSIFICATION OF THE CITY'S ECONOMIC BASE TO INCREASE THE EMPLOYMENT OPPORTUNITY FOR LOCAL RESIDENTS.
2. POTENTIAL CONFLICTS BETWEEN ECONOMICS DEVELOPMENT AND AGRICULTURE SHALL BE CAREFULLY CONSIDERED. CITY POLICIES SHALL HELP TO MAINTAIN THE VITALITY OF THE AGRICULTURE SECTOR OF THE

LOCAL ECONOMY.

3. TO IMPLEMENT THE ECONOMIC POLICIES OF NYSSA, THE CITY SHALL COORDINATE AND COOPERATE WITH VARIOUS LOCAL, STATE, AND FEDERAL AGENCIES, WHO PROVIDE ASSISTANCE IN ECONOMIC DEVELOPMENT.
4. THE ECONOMIC ELEMENT OF THE COMPREHENSIVE PLAN SHALL BE CAREFULLY COORDINATED AND BALANCED WITH OTHER ELEMENTS OF THE PLAN, SUCH AS PUBLIC FACILITIES, SERVICES AND URBANIZATION.
6. PRIORITY SHALL BE GIVEN TO ATTRACTING AND DEVELOPING INDUSTRIES THAT CAN UTILIZE EXISTING RESOURCES, AND LOCAL LABOR POOL.

FINDINGS:

1. THE REZONE OF APPROXIMATELY 22ACRES OF MULTI-FAMILY LAND THAT IS CURRENTLY BEING FARMED WILL NOT- HAVE A SIGNIFICANT IMPACT ON THE NEED OR DEMAND FOR MULTI - FAMILY DWELLING UNITS.
2. THE STATE DEPARTMENT OF ECONOMIC DEVELOPMENT HAD IDENTIFIED THE CITY OF NYSSA AS SEVERELY DISTRESSED AND IS THEREFORE, IN GREAT NEED OF ECONOMIC OPPORTUNITIES AND IMPROVEMENTS.
3. THE CITY OF NYSSA AND MALHEUR COUNTY ARE IDENTIFIED BY THE DEPARTMENT EMPLOYMENT AS HAVING ONE OF THE HIGHEST UNEMPLOYMENT RATES IN THE STATE.
4. THE CITY OF NYSSA HAS A LOW TO MODERATE INCOME RATE OF 57% AND HAS ONE OF THE LOWEST PERSONAL INCOME LEVELS IN THE STATE.
5. THE DEMAND FOR INDUSTRIAL LAND FOR FUTURE DEVELOPMENT AND JOB CREATION FAR OUT WEIGHS THE POTENTIAL LOSS OF DWELLINGS UNITS.
6. CURRENTLY MOST JOBS THAT EXIST IN THE CITY'S INDUSTRIAL ZONE ARE SUPPORTED BY LOCALLY RAISED FARM PRODUCTS.

CONCLUSIONS:

THE PROPOSED REZONE MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 11-ECONOMY OF NYSSA'S COMPREHENSIVE PLAN.

CHAPTER 12 TRANSPORTATION

SECTION 12 - 2 GOAL: TO PROVIDE AND ENCOURAGE A SAFE, CONVENIENT, AND ECONOMIC TRANSPORTATION SYSTEM.

SECTION 12 - 3 POLICIES.

1. THE CITY SHALL CONTINUE TO UPDATE ITS STREET POLICY FOR ESTABLISHING STANDARDS GOVERNING RIGHT-OF-WAYS REQUIREMENTS, STREET CONSTRUCTION, PAVEMENT, AND STREET LANDSCAPING.
 2. THE COMPREHENSIVE PLAN AND SUBSEQUENT CITY ACTIONS SHALL ASSURE THAT APPROPRIATE RIGHT-OF-WAY AND STREET CONNECTIONS ARE PROVIDED FOR IN THE CITY'S DEVELOPING FRINGES. THE CITY SHALL INSURE THAT MALHEUR COUNTY IS INFORMED OF THESE NEEDS. THE CITY SHALL COORDINATE THEIR TRANSPORTATION SYSTEM WITH COUNTY ROAD DISTRICTS, COUNTY, STATE, AND FEDERAL AGENCIES.
 3. PEDESTRIAN AND AUTOMOTIVE SAFETY SHALL BE A PRIMARY CONSIDERATION IN THE DEVELOPMENT AND IMPROVEMENT OF NYSSA'S TRANSPORTATION SYSTEM.
 4. THE COMPREHENSIVE PLAN SHALL PROVIDE FOR A TRANSPORTATION SYSTEM ADEQUATE TO SERVICE NEWLY DEVELOPING AREAS AND AREAS WHERE DEVELOPMENT IS BEING INTENSIFIED. THE CAPITAL IMPROVEMENT PROGRAM SHALL INCLUDE FUTURE ROAD CONSTRUCTION NEEDS TO SERVE DEVELOPING AREAS.
 5. THE CITY SHALL CONSIDER PRESENT AND FUTURE ENERGY CONSERVATION NEEDS IN DEVELOPING ALL ASPECTS OF TRANSPORTATION INCLUDING STREETS, BIKE WAYS AND SIDEWALKS.
 6. THE CITY SHALL CONSIDER TRANSPORTATION FOR THE DISADVANTAGE, e.g. SENIOR CITIZENS AND HANDICAPPED, IN ITS TRANSPORTATION PLANNING AND DURING REGULARLY SCHEDULED PLAN UPDATES.
 7. THE CITY'S CAPITAL IMPROVEMENT PROGRAM, ADOPTED SUBSEQUENT TO THE COMPREHENSIVE PLAN, SHALL USE THE TRANSPORTATION PRIORITIES ESTABLISHED BY THE PLAN AS THE BASIS FOR THE DESIGN AND FINANCE ELEMENT.
 8. MAJOR TRANSPORTATION PRIORITIES OF NYSSA ARE:
-

- (a) PROVIDE TRUCK ROUTES THROUGH THE SOUTH END OF TOWN, ALONG COMMERCIAL AVENUE, AND LOCUST - FIRST STREET ROUTES AS WELL.
 - (b) IMPROVE THE INTERSECTION AT MAIN STREET AND FIRST STREET.
9. THE CITY WILL COOPERATE WITH THE OREGON DEPARTMENT OF TRANSPORTATION IN IMPLEMENTING ITS IMPROVEMENT PLAN.
 10. THE CITY WILL COORDINATE WITH THE OREGON DEPARTMENT OF TRANSPORTATION IN THE DEVELOPMENT OF U.S. HIGHWAY 26 THROUGH NYSSA AS AN "ACCESS OREGON" HIGHWAY.

FINDINGS:

1. THE OREGON TRANSPORTATION PLANNING RULE (TPR) ORA 660-12-060 REQUIRES THAT A PLAN AMENDMENT IDENTIFY THE EFFECT AND THE IMPROVEMENTS, IF ANY, NECESSARY TO MITIGATE THE TRAFFIC IMPACTS.
2. A TRAFFIC IMPACT STUDY (TIS) HAS BEEN COMPLETED BY THOMPSON ENGINEERS AND IS HEREBY INCORPORATED INTO THE FINDING, AS EXHIBIT A.
3. WHEN DEVELOPMENT OCCURS, THE DEVELOPER WILL BE REQUIRED TO ADDRESS AND MITIGATE THE EFFECTS IDENTIFIED IN THE TRAFFIC IMPACT STUDY. THEREBY INSURING THAT THE SAFETY AND INTEGRITY OF THE HIGHWAY IS PRESERVED.

CONCLUSIONS:

THE PROPOSED REZONE MEETS THE GOAL AND POLICIES ESTABLISHED IN CHAPTER 12 - TRANSPORTATION OF NYSSA'S COMPREHENSIVE PLAN.

SUBMITTED BY:

BILL EWING
CITY MANAGER.

EXHIBIT "A"

Traffic Impact Study

**Comprehensive Land Use
Amendment**



EXPIRATION DATE: 12/30/07

Prepared For:
City of Nyssa

November 14, 2006

Thompson  Engineers
181 East 50th St. Garden City, ID 83714
(208)853-4410

**EXECUTIVE
SUMMARY**

Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed Comprehensive Plan Amendment in Nyssa, Oregon. The area under question will be located north of SH 20/26, off of a northern extension of E 4th St. The proposed amendment will change approximately 22 acres from high density residential to light industrial land use.

The site is expected to access the transportation system primarily via 2 accesses on E 4th St and Long Dr, and is located immediately north of E. Ehrgood Ave and east of Long Dr. The area of influence is anticipated to be Nyssa, OR.

Below are the findings of this report:

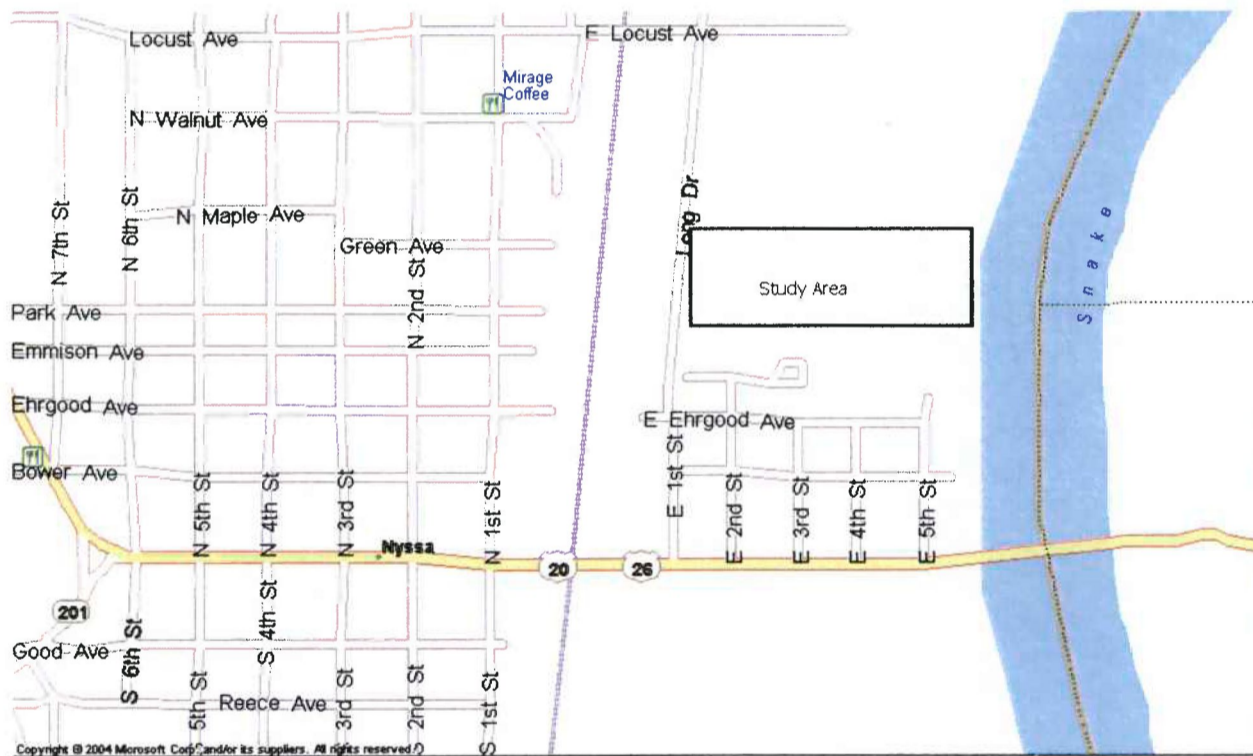
- The site will generate approximately 855 trips per day. Of the new trips, 185 will occur during the PM peak hour.
- The site will access the transportation system via a northern extension of E 4th St from Ehrgood Ave, and a western site access extension to Long Dr. The primary roads impacted will be E 4th St, SH 20/26, and Long Dr.
- The intersection of SH 20/26 and E 4th St currently operates at an acceptable level of service, and will continue to operate at an acceptable LOS under background and horizon year traffic conditions with the addition of site traffic. No improvements are required to provide additional capacity.
- A westbound right turn lane is warranted on SH 20/26 at the intersection with E 4th St under total background traffic conditions in the year 2008.
- An eastbound left turn lane is also warranted under total background traffic conditions on SH 20/26 at the intersection of E 4th St.
- E 4th St is in poor conditions. In order to accommodate increased traffic numbers, heavy truck movements, and pedestrian traffic, the street will need to be constructed to two, 12 foot lanes with curb, gutter, and sidewalk. Further studies may be necessary to identify the existing structural capacity of the roadway.
- An existing building on US 20/26 east of 4th Street creates a site triangle problem. The existing pavement should be striped for a right turn acceleration lane to alleviate this problem. The house may pose a problem for left turning trucks.
- The property re-zone planned by the city of Nyssa from residential to industrial uses will likely decrease the amount of traffic utilizing the roadway system, based on the existing proposed use of the site. Both land uses are anticipated to use the same primary roadways, and would likely warrant similar infrastructural improvements.

INTRODUCTION

Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed the proposed Comprehensive Plan Amendment in Nyssa, Oregon. The area consists of approximately 22 acres and is located north of Ehrgood Ave and west of Long Dr, approximately as shown in **Figure 1**. The current land use is high density residential. The proposed land use will be an industrial manufacturing operation. The purpose of this study is to evaluate the anticipated traffic impacts resulting from the project and make recommendations for mitigation of the impacts. In particular, the scope of the study includes the following:

- Trip Generation of the proposed development
- Trip distribution and traffic assignment of the site generated traffic
- The capacity of the transportation system to support the development.
- Intersection treatment of the site access points.
- The alteration in traffic patterns caused by a zone change

Figure 1 Project Location



**PROPOSED
DEVELOPMENT**

There is not a plan for development of the site for residential land use. A plan for the industrial development has been submitted by a potential developer. This developer proposes developing the site for a prepared food manufacturing facility. A preliminary site plan is shown in **Figure 2**. The site retains two accesses, one at the northern extension of 4th St from Erhgood Ave, and the second to the west of the site onto Long Dr.

The site is expected to access the transportation system primarily via E 4th St and Long Dr.

**STUDY AREA
CONDITIONS**

Study Area

The area of influence is anticipated to be Nyssa, OR. The primary impact will be along E 4th St, SH 20/26, and Long Dr and will include the intersection of E 4th St and SH 20/26.

Land Use

The site is currently within the City of Nyssa. It is now zoned for high density residential uses and is being considered for a re-zone to light industrial uses. The surrounding area along Ehrgood Ave and E 4th St is characterized by residential homes, undeveloped land, and the city sewer treatment plant to the east.

STUDY PERIOD

Build Out Year

The Build Out Year for this project is assumed to be 2008, based on assessments made by the City. The actual build out of the site will depend on market conditions and actual plan implementation.

Horizon Year

2023 was selected as the horizon year, in accordance with the suggestions of the Oregon Department of Transportation.

Study Hours

The PM peak hour will be crucial to the study and will be the focus of analysis. The AM peak period was not critical to this project as both existing and projected traffic volumes are significantly lower than the PM peak.

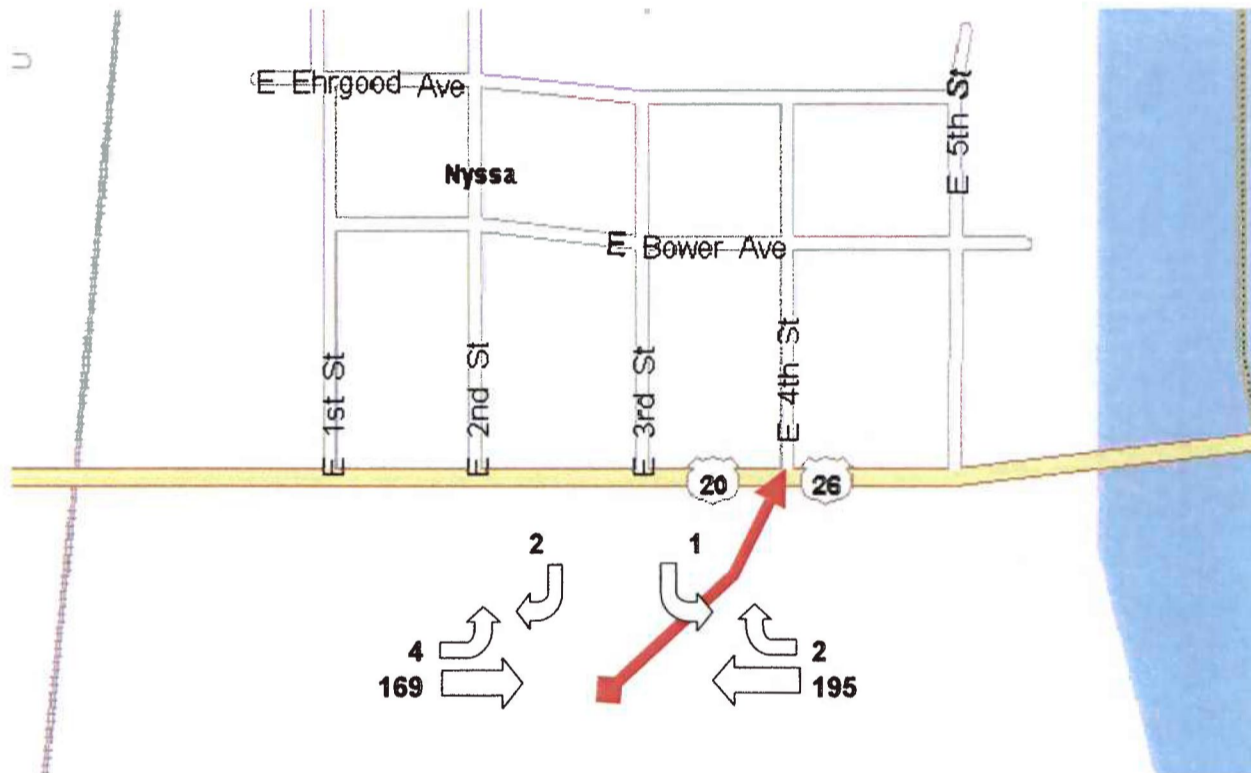
**EXISTING
CONDITIONS**

Traffic Volumes

PM Traffic counts were obtained at the intersection of E 4th St and SH 20/26 during the week of November 1, 2006. Existing PM Peak Hour traffic volumes are shown in **Figure 3**.

Daily traffic volumes for SH 20/26 in the year 2005 were obtained from the ODOT website. Daily traffic volumes for the other roadways were not available. Current daily traffic volumes for SH 20/26 are 3,900 vpd from a counter 0.1 mile west of E 4th St..

Figure 3, Existing PM Peak Hour Conditions



Road System

SH 20/26 functions as a principle arterial roadway. US 20/26 is not an interstate highway and is not located near an interstate interchange. At the intersection with E 4th St, it has one through lane in each direction, with substantial paved shoulder, and a paved acceleration lane to the west of 4th St. Lanes on the roadway are approximately 12 feet wide. It is a two lane rural highway, with no turn lanes near the intersection with E 4th St.

E 4th St functions as a collector road that connects SH 20/26 to Ehrgood Ave. It has one lane in each direction, with no shoulders, and no existing curb, gutter, or sidewalk. Lanes are approximately 10 feet wide. The intersection with SH 20/26 is stop controlled at the southbound approach, and the intersection with Ehrgood Ave is stop controlled at the northbound approach. There are no turn lanes.

Long Dr functions as a local road that parallels the Nyssa train tracks. It has one through lane in each direction and is posted at 35 mph.

Ehrgood Ave is an east-west running local Rd. It has one through lane in each direction with intermittent curb and gutter and 10 foot lanes east of the 4th St intersection. Curb, gutter, and sidewalk and 15 foot lanes exist 130 feet west of the 4th St intersection.

System Improvements

There are no improvement projects noted in the State Transportation Improvement Program published by the Oregon Department of Transportation in the vicinity of this project that would provide additional capacity or alter traffic patterns.

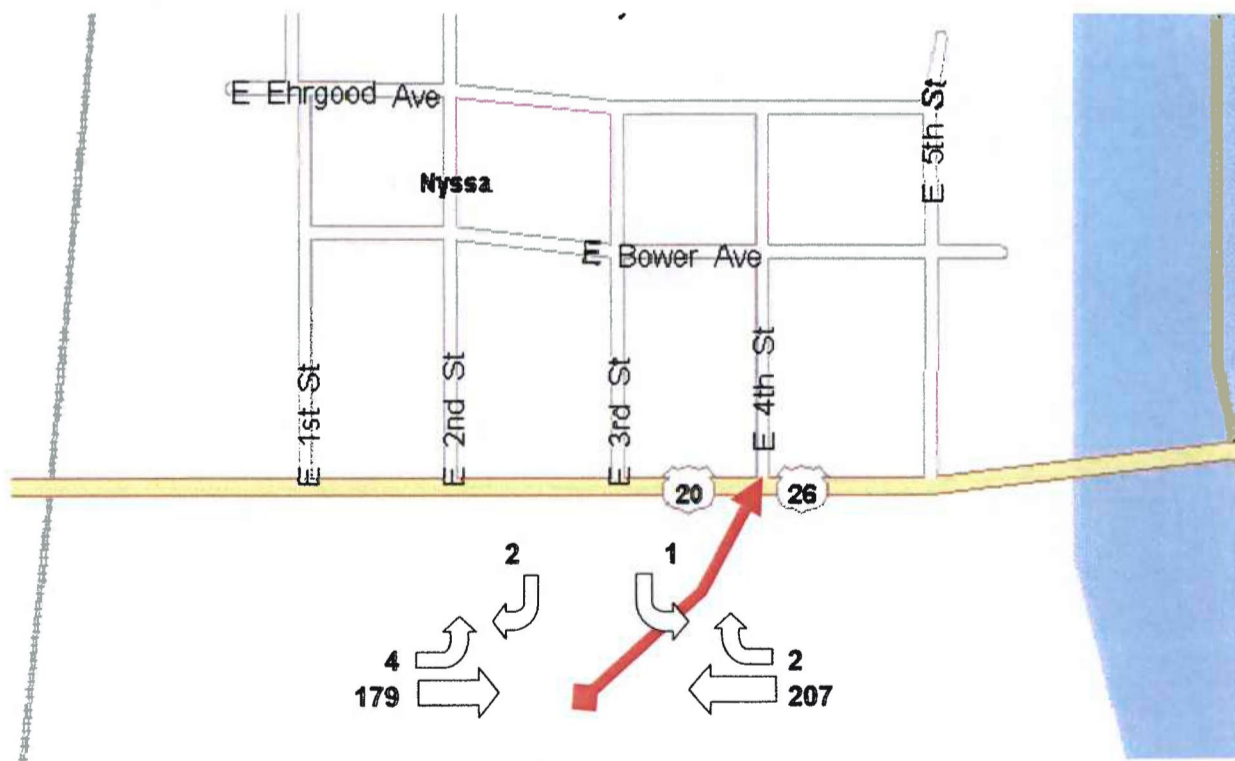
Conversations with the city of Nyssa revealed no other improvements that are planned to occur in the near future.

PROJECTED TRAFFIC

Background Traffic

Future traffic is obtained by expanding the existing traffic volumes by a growth factor. For the build out, a growth factor of 3% per year is used. The high growth factor is used to compensate for organic growth that can occur on regional highways. Build out year PM peak hour traffic for the year 2008 is shown in Figure 4.

Figure 4- Background Traffic, 2008 PM Peak Hour



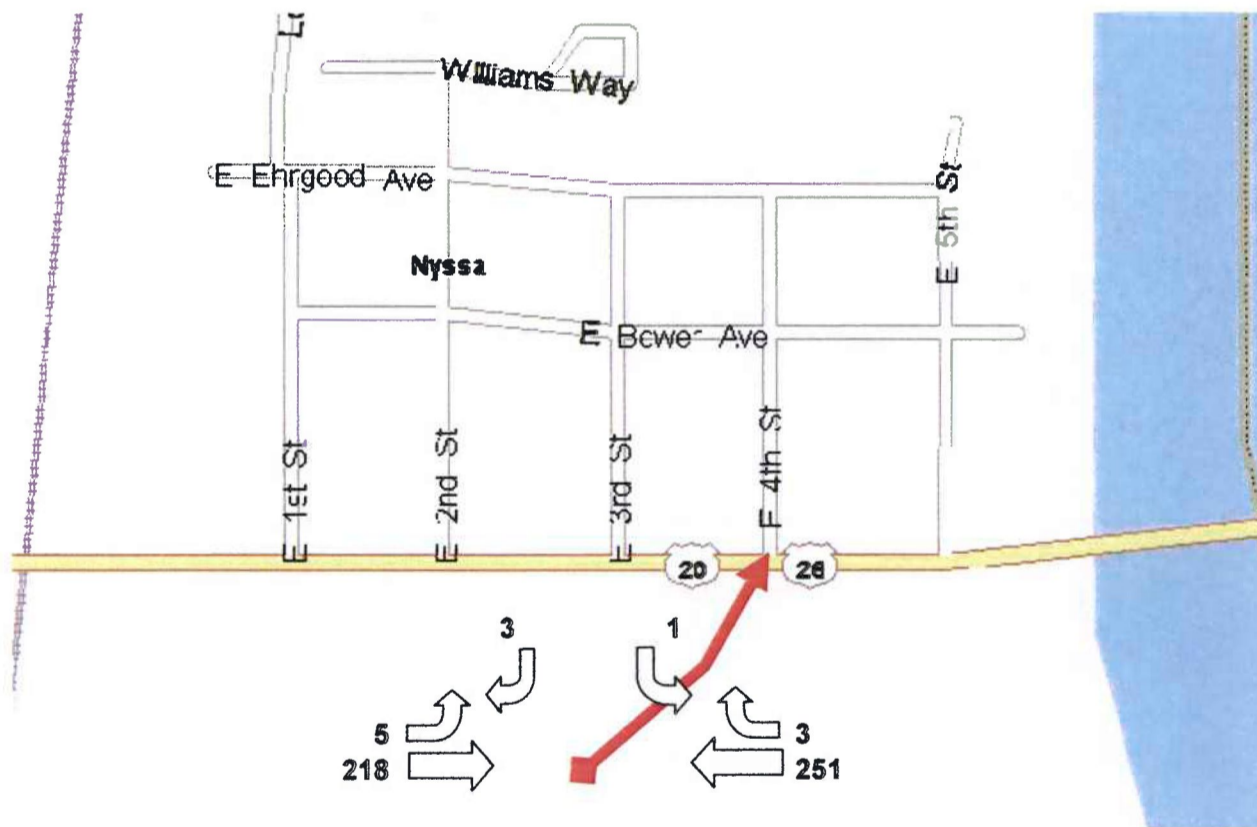
Off-site Traffic

Discussions with the City of Nyssa suggested no new developments in the region that will produce significant traffic to the background statistics. Thus, off-site traffic analysis is not required for this study

Background Horizon Year Traffic

Horizon year traffic projections should be viewed with caution. Due to the effects of compounding growth rate over time, even low growth rates can have significant overall impacts in the long term. Review of horizon year analysis is limited to roadway capacities, future right-of-way preservation, and long-range planning issues. Horizon year PM peak hour traffic is shown in Figure 5.

Figure 5– Horizon Year Traffic, 2023 PM Peak Hour



Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the Trip Generation Manual (7th edition), published by the Institute of Transportation Engineers, in the absence of site-specific data. The site trip generation is obtained by applying the trips generation rates obtained from the Manual to each category of land use within the development. Trip generation for the existing land use is shown in Table 1A (Daily) and Table 1B (PM peak hour). Trip generation for the proposed land use is shown in Table 2A (Daily) and Table 2B (Peak Hour). Trip generation for manufacturing is based on acreage. Number of employees and square footage was also reviewed. Acreage provided the midpoint.

Table 1A - Summary of Trip Generation
Average Weekday Driveway Volumes

	Land Use	No.	Units	24 hr 2-Way		Total
				Rate	Total	
ITE Code 210	Single Family Dwelling	176	units	9.57	1684	1684
Total					1684	1684

Table 1B - Summary of Trip Generation
Average Weekday PM Peak Hour Driveway Volumes

	Land Use	No.	Units	Enter		Exit		Total	
				Rate	Total	Rate	Total	Rate	Total
ITE Code 210	Single Family Dwelling	176	units	0.64	113	0.37	65	1.01	178
Total					113		65		178

Table 2A - Summary of Trip Generation
Average Weekday Driveway Volumes

	Land Use	No.	Units	24 hr 2-Way		Total
				Rate	Total	
ITE Code 140	Manufacturing	22	acres	38.88	855	855
Total					855	855

Table 2B - Summary of Trip Generation
Average Weekday PM Peak Hour Driveway Volumes

	Land Use	No.	Units	Enter		Exit		Total	
				Rate	Total	Rate	Total	Rate	Total
ITE Code 140	Manufacturing	22	acres	4.436	98	3.934	87	8.37	185
Total					98		87		185

Trip Distribution

In order to determine impacts, the trips generated by the site must be distributed to destinations throughout Nyssa and assigned to the transportation system. Based on current travel patterns, the modal split is negligible, so all trips are assigned to vehicles, and the vehicles are assigned to the roadway system. The distribution for this development is based on existing travel patterns. This distribution for existing land use is shown in Figure 6A. Distribution for the proposed land use is shown in Figure 6B.

Figure 6A Site Traffic Distribution for Existing Land Use

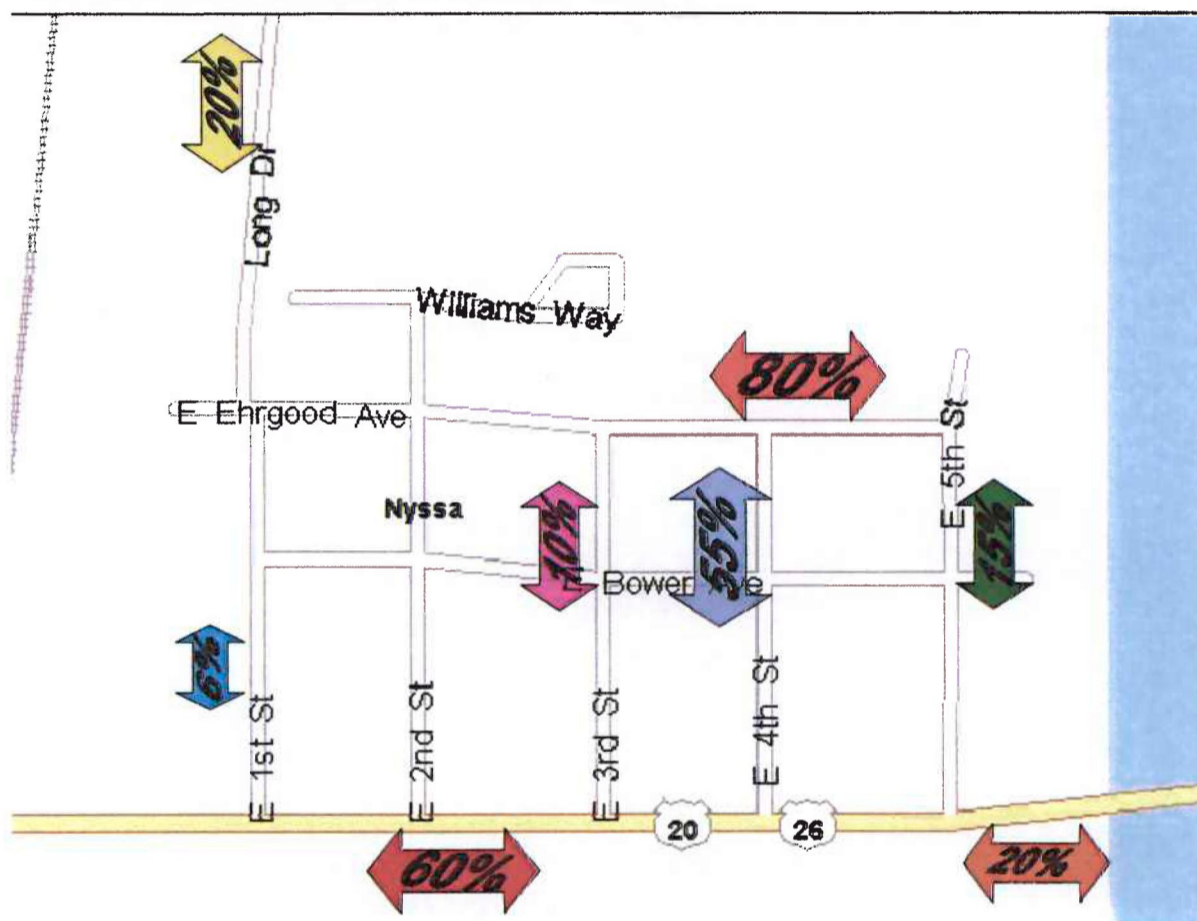
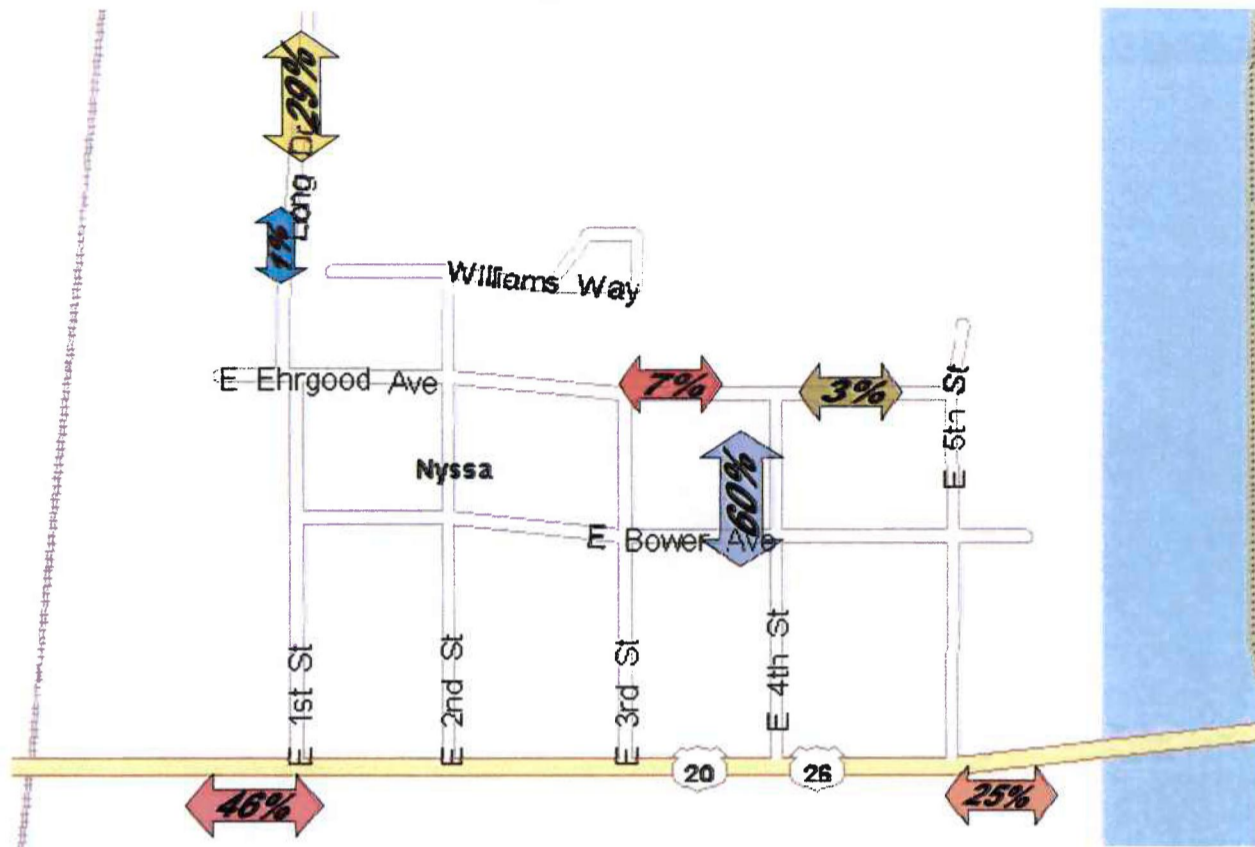


Figure 6B Site Traffic Distribution for Proposed Land Use



Traffic Assignment

Site traffic is distributed at each intersection in accordance with this distribution and assignment. **Figure 7A** shows the distribution of site generated traffic for PM peak hour conditions for existing land uses. **Figure 7B** shows the assignment of site generated traffic for the PM peak hour conditions for the proposed land use.

Total Traffic

The site traffic is then added to the background traffic as determined above. **Figure 8** shows the total traffic at each intersection for PM peak hour conditions for the build out year of 2008.

Total Horizon Year Traffic

The site traffic is also added to the background horizon traffic as determined above. **Figure 9** shows the total horizon year traffic at each intersection for PM peak hour conditions in the year 2023.

Figure 7A, Site Traffic Assignment, Existing Land Use

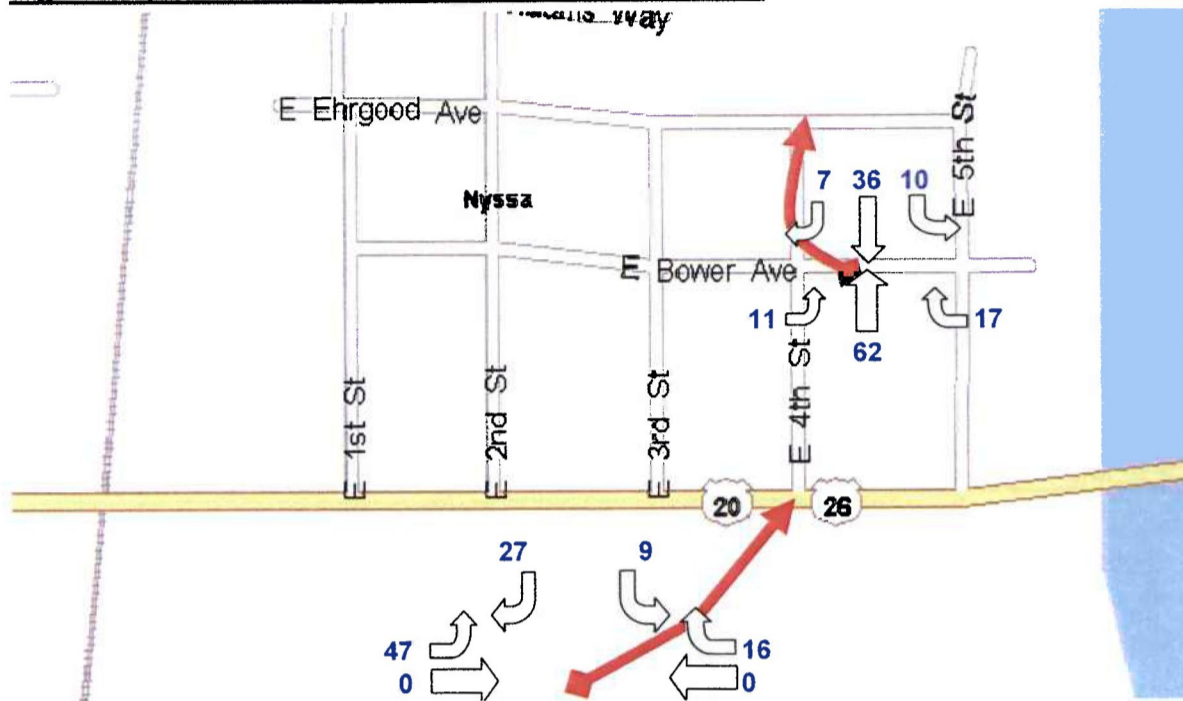


Figure 7B, Site Traffic Assignment, Proposed Land Use

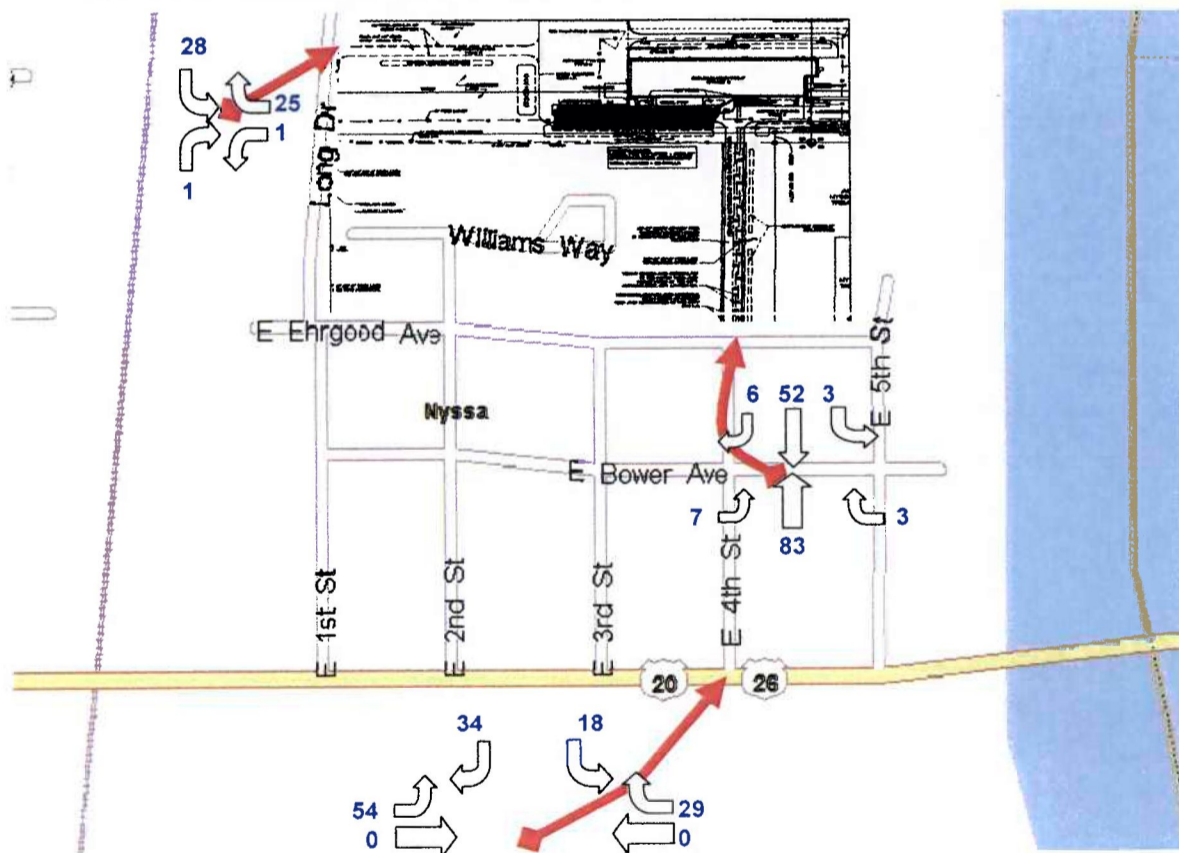


Figure 8, Total Traffic, 2008, PM Peak Hour existing land use

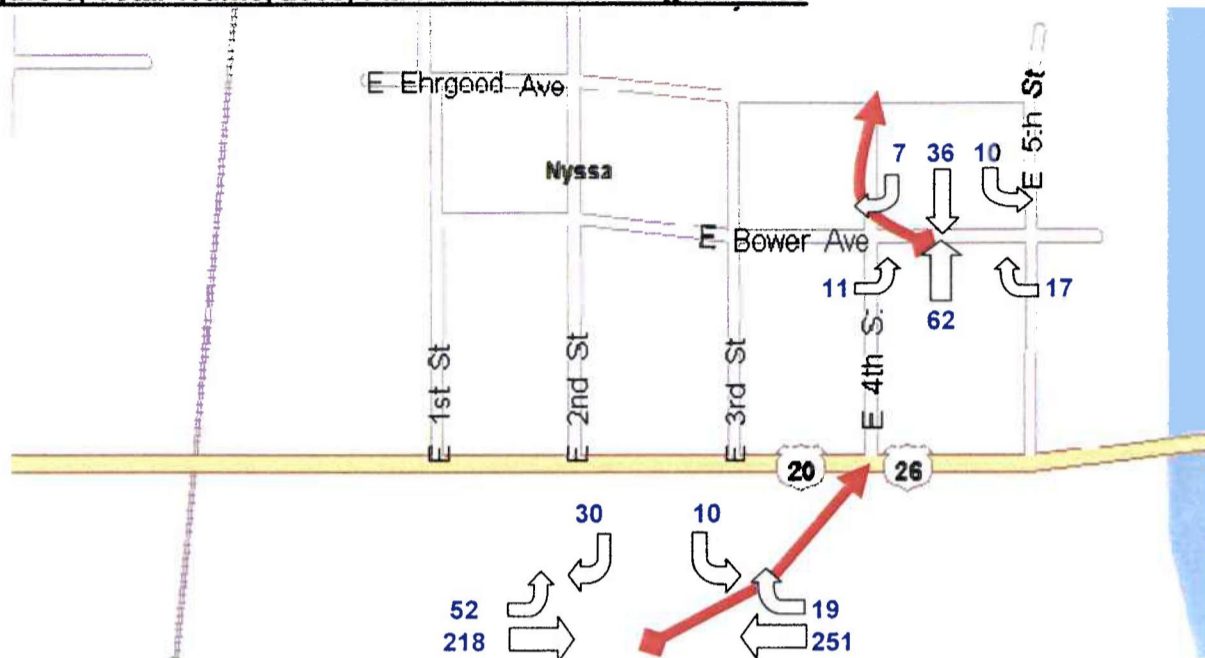


Figure 8, Total Traffic, 2008, PM Peak Hour proposed land use

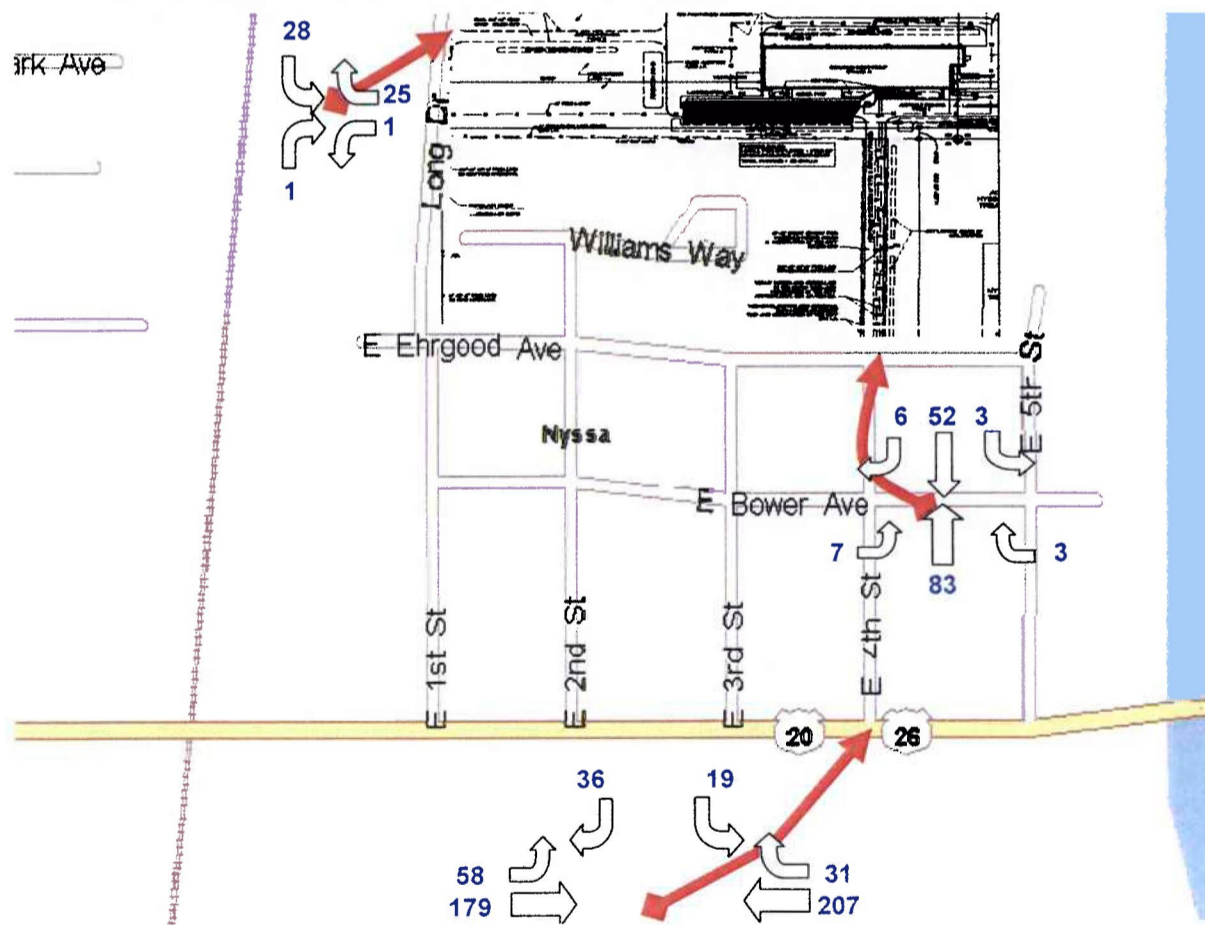
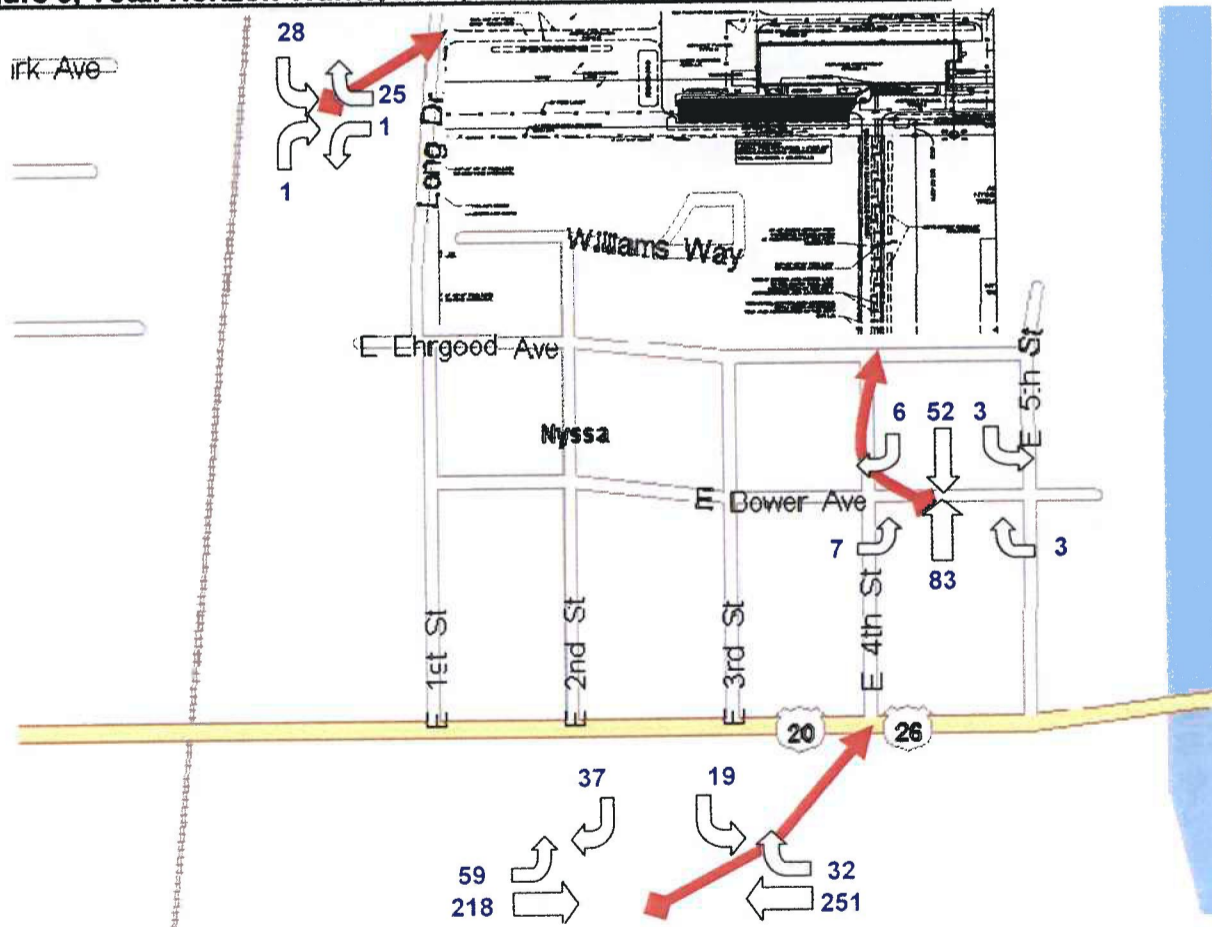


Figure 9, Total Horizon Traffic, 2023, PM Peak Hour, existing land use



Figure 9, Total Horizon Traffic, 2023, PM Peak Hour, proposed land use



TRAFFIC ANALYSIS

Capacity Analysis and Level of Service

Capacity analysis was performed using the Highway Capacity Software (HCS 4.1e), based on the 2000 edition of the Highway Capacity Manual. Level of service for both stop controlled intersections and signalized intersections are based on the average delay of vehicles traveling through the intersection. For stop-controlled intersections, the average delay incurred by the minor movements is used to determine the level of service. Copies of the calculations are included in the appendix of this report.

Table 3 – Peak Hour Intersection Analysis Summary

Table 3 - LOS Summary PM Peak Hour Conditions SW 4th St / SH 20-26	2006		2008				2023			
	Existing		Background		Total		Background		Total	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Residential Land Use	9.8	A	9.8	A	10.4	B	10.1	B	11	B
Industrial Land Use	9.8	A	9.8	A	11	B	10.1	B	11.8	B

LOS Analysis

The intersection at SH 20/26 and E 4th St currently functions at an acceptable level of service, and is projected to remain at a sufficient LOS in the Build Out year of 2008 with the addition of site traffic. This intersection is also expected to function at an acceptable LOS in the Horizon Year of 2023 with the addition of site traffic. The level-of-service decreases in 2008 with the addition of traffic from the proposed land use.

Roadways

Planning thresholds are oftentimes recommended on suburban arterial roads to identify future traffic capacities. Anticipated average daily traffic volumes for SH 20/26 are shown in Table 4. Calculations are made by expanding existing daily traffic volumes by the background and horizon year growth factors. Site Traffic is added to determine total capacity.

Table 4 – AADT Volumes

Table 4 Anticipated Average Daily Traffic Volumes US 20/26

Landuse	Site traffic	Build Out	Horizon	Total
Residential	617	4262	5570	6187
Manufacturing	513	4262	5570	6083

HCS two lane highway analysis indicates the highway will operate at LOS C with a v/c of 0.25 for the horizon year for both land uses.

DISCUSSIONS

Roadway Improvements

Required Due to Existing Traffic Conditions

The intersection at SH 20/26 and E 4th St currently operates at an acceptable Level of Service under existing PM peak hour conditions. No improvements are required under existing conditions.

Required Due to Background Traffic Conditions

The intersection at SH 20/26 and E 4th St will continue to operate at a satisfactory LOS under background traffic conditions in the year 2008. It will also operate at a satisfactory LOS under background horizon year traffic conditions in the year 2023. No improvements are required under background traffic conditions

Required Due to Total Traffic Conditions

With the addition of site traffic, the intersection at SH 20/26 and E 4th St will also continue to operate at an acceptable LOS under background and horizon year traffic conditions.

Based on Oregon Department of Transportation standards for rural highways, a westbound right turn lane is warranted on SH 20/26 at the intersection with E 4th St under total background traffic conditions in the year 2008 for both land uses.

An eastbound left turn lane is also warranted under total background traffic conditions on SH 20/26 at the intersection of E 4th St.

E 4th St is in poor conditions. In order to accommodate increased traffic numbers, heavy truck movements, and pedestrian traffic, it is recommended that the street will need to be constructed to 12 foot lanes with curb, gutter, and sidewalk. These improvements would be required for either development. Analysis of the existing structural section is beyond the scope of this report. However, visual inspection indicates the roadway would require reconstruction for truck traffic.

Curb, gutter, and sidewalk should be provided along the project frontage on Erhgood Ave and provide connectivity to adjacent sidewalks

Preservation of Right-of-Way

Existing ROW will need to be utilized on E 4th St in order to expand and improve the current roadway. Future ROW preservation for E 4th St may be difficult due to space constraints.

Based on anticipated daily horizon year traffic projections together with the addition of site traffic, SH 20/26 is not anticipated to require capacity improvements in the near future. This project does not abut SH 20/26.

Low overall traffic volumes were witnessed on Ehrgood Ave. This roadway, east of 4th St may need to be constructed to meet the standards of the same roadway 130 feet west of E 4th St. This will require existing ROW from the project.

Low overall traffic was also witnessed on Long Dr. ROW preservation is not crucial at this time.

Site Triangles

Increased traffic at the intersection of SH 20/26 and E 4th St may cause concerns regarding adequate site distance to and from the westbound approach. A building exists approximately 180 from the intersection which infringes on the site triangle for right turning vehicles. With the current speed limit at 35 mph, the proposed site gap would be 3.5 seconds. This gap is suitable for automobiles turning left onto the roadway, and is marginally acceptable for trucks, depending on the type of truck and load being carried.

Re-striping the roadway and moving the intersection south to the furthest point possible without encroaching on the westbound through lane, may provide increased visibility for traffic. It would also require a southbound right turn lane on E 4th St to provide westbound turning space movement into the existing acceleration lane on SH 20/26.

Cost of Improvements

Topography was not available to determine existing conditions, and thus estimate required improvements. Curb gutter and sidewalk on 4th St. would be required under both scenarios, as will a right turn lane on US 20/26. Repaving 4th St. will be required to accommodate truck traffic. The cost of the 4th St. improvements is estimated to be \$106,150. \$41,850 of which is estimated to be for pavement improvements. The cost of the right turn lane is estimated at \$50,600. Breakdowns of cost are included in the appendix of this report. Costs do not include engineering, right-of-way, or other required studies.

Snake River Pathway

In order to help establish a comprehensive transportation system and provide pedestrian traffic options in a multi-use development area, the City of Nyssa hopes to establish a pathway system along the Snake River to help create an aesthetic community transport option. This amenity could offer increased pedestrian connectivity to existing residential neighborhoods, and help to provide an association between differing land uses.

CONCLUSIONS

This study identifies transportation impacts associated with the change in comprehensive plan land use of 22 acres in Nyssa, OR. The site is located north of Erhgood Ave on a northern extension of E 4th St, and east of Long Dr. the existing land use is high density residential. The proposed land use will be a manufacturing plant.

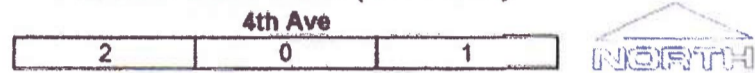
Below are the findings of this report:

- The site will generate approximately 855 trips per day. Of the new trips, 185 will occur during the PM peak hour.
- The site will access the transportation system via a northern extension of E 4th St from Erhgood Ave, and a western site access extension to Long Dr. The primary roads impacted will be E 4th St, SH 20/26, and Long Dr.
- The intersection of SH 20/26 and E 4th St currently operates at an acceptable level of service, and will continue to operate at an acceptable LOS under background and horizon year traffic conditions with the addition of site traffic. No improvements are required to provide additional capacity.
- A westbound right turn lane is warranted on SH 20/26 at the intersection with E 4th St under total background traffic conditions in the year 2008.
- An eastbound left turn lane is also warranted under total background traffic conditions on SH 20/26 at the intersection of E 4th St.
- E 4th St is in poor conditions. In order to accommodate increased traffic numbers, heavy truck movements, and pedestrian traffic, the street will need to be constructed to two, 12 foot lanes with curb, gutter, and sidewalk. Further studies may be necessary to identify the existing structural capacity of the roadway.
- An existing building on US 20/26 east of 4th Street creates a site triangle problem. The existing pavement should be striped for a right turn acceleration lane to alleviate this problem. The house may pose a problem for left turning trucks.
- The property re-zone planned by the city of Nyssa from residential to industrial uses will likely decrease the amount of traffic utilizing the roadway system, based on the existing proposed use of the site. Both land uses are anticipated to use the same primary roadways, and would likely warrant similar infrastructural improvements.

TURNING MOVEMENT COUNT SUMMARY PEAK HOUR VOL. (UN-ADJ.)

INTERSECTION:

North Street: 4th Ave
 South Street:
 East Street: SH 26
 West Street: SH 26
 JOB #: 06-63
 COUNT DATE: 11/2/2006
 COUNT DAY: Thursday
 NOTES: Field Crew: BT
 COUNT TIME FROM: 4:00 PM
 TO: 6:00 PM



PEAK DAY/WEEK ADJUSTMENT: 100%
 PEAK MONTH/YEAR ADJUSTMENT: 100%



Total Intersection Adj. Volume	373
PHF	0.92

COUNT DATA INPUT

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	4:30 PM	0	0	0	0	37	0	0	0	1	0	46	1	85
4:30 PM	4:45 PM	0	0	0	2	38	0	0	0	0	0	51	1	92
4:45 PM	5:00 PM	0	0	0	1	44	0	0	0	1	0	49	0	95
5:00 PM	5:15 PM	0	0	0	1	50	0	1	0	0	0	49	0	101
5:15 PM	5:30 PM	0	0	0	1	38	0	0	0	0	0	44	1	84
5:30 PM	5:45 PM	0	0	0	2	46	0	0	0	1	0	38	0	87
5:45 PM	6:00 PM	0	0	0	1	33	0	1	0	1	0	47	1	84

HOURLY TOTALS

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM	0	0	0	3	120	0	0	0	2	0	146	2	273
4:15 PM	5:15 PM	0	0	0	4	169	0	1	0	2	0	195	2	373
4:30 PM	5:30 PM	0	0	0	5	170	0	1	0	1	0	193	2	372
4:45 PM	5:45 PM	0	0	0	5	178	0	1	0	2	0	180	1	367
5:00 PM	6:00 PM	0	0	0	5	167	0	2	0	2	0	178	2	356

Milepoint	2005 AADT All Vehicles	Location Description
CENTRAL OREGON HIGHWAY NO. 7 (Continued)		
265.40	3700	North city limits of Nyssa
265.67	3400	0.01 mile north of Park Avenue
265.69	4000	0.01 mile south of Park Avenue
265.95	4200	0.02 mile north of Succor Creek Highway (OR 201)
265.98	4900	0.01 mile east of Succor Creek Highway (OR 201)
266.30	4600	0.01 mile west of 1st Street
266.32	4900	0.01 mile east of 1st Street
266.53	4100	0.01 mile east of 2nd Street East
266.64	3900	0.01 mile west of 4th Street East
266.82	4000	Oregon-Idaho State Line
OREGON-WASHINGTON HIGHWAY NO. 8		
Milepoint indicates distance from Pendleton Highway (US 30), in Pendleton		
-1.37	7000	0.40 mile north of Old Oregon Trail (I-84)
-1.09	4000	0.10 mile north of Isaac Avenue
-0.76	2900	0.01 mile east of 9th street
-0.73	5200	0.01 mile south of Emigrant Avenue, Pendleton-John Day Highway (OR 37)
-0.33	13500	0.02 mile east of 16th Street
0.25	8400	0.25 mile northeast of Pendleton Highway (US 30)
0.34	5400	0.01 mile northeast of Riverside Drive
0.48	5300	0.02 mile northeast of Lindell Lane
0.77	4100	0.06 mile northeast of Riverside School Road
6.09	5500	0.10 mile southwest of Havana-Helix Highway
6.20	5100	0.01 mile northeast of Havana-Helix Highway
11.56	5400	South city limits of Adams
12.14	5200	East city limits of Adams
16.06	5300	0.01 mile west of Pambrun Road
17.27	4400	0.05 mile south of Athena-Holdman Highway
17.37	5100	0.05 mile north of Athena-Holdman Highway
20.23	4900	0.10 mile southwest of Weston-Elgin Highway (OR 204)
20.53	6700	0.20 mile northeast of Weston-Elgin Highway (OR 204)
21.76	6600	0.01 mile northeast of Steen Road (old highway alignment)
23.46	6500	0.01 mile north of Blue Mt. Station Road
26.59	6700	South city limits of Milton-Freewater
26.92	9800	0.04 mile north of S.E. 14th Avenue
<i>Equation: MP 26.93BK = MP 29.92AH</i>		
30.61	13300	0.01 mile south of Freewater Highway
30.65	11500	0.03 mile north of Freewater Highway
31.19	13900	0.01 mile south of N.E. 5th Avenue
31.21	14400	0.01 mile north of N.E. 5th Avenue
31.64	13800	North city limits of Milton-Freewater
32.63	14800	0.01 mile south of Sunnyside-Umapine Highway
32.65	14500	0.01 mile north of Sunnyside-Umapine Highway
34.46	14800	* Milton Automatic Traffic Recorder, Sta. 30-021, 0.86 mile south of Oregon-Washington State Line
35.31	14900	0.01 mile south of State Line Road, Oregon-Washington State Line
OREGON COAST HIGHWAY NO. 9		
Milepoint indicates distance from Washington-Oregon State Line		
3.79	7000	* Astoria Bridge Automatic Traffic Recorder, Sta. 04-004, 0.01 mile north of (Lower) Columbia River Highway No.2W (US 30)

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	Jed Glavin		Intersection	4th/SH 20				
Agency/Co.	Thompson Enigneers, Inc		Jurisdiction	Nyssa				
Date Performed	11/6/2006		Analysis Year	2006 Existing Traffic				
Analysis Time Period	PM Peak							
Project Description 06-63								
East/West Street: SH 20-26			North/South Street: 4th St					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	169	0	0	195	2		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate (veh/h)	4	172	0	0	198	2		
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	1	0	2		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98		
Hourly Flow Rate (veh/h)	0	0	0	1	0	2		
Proportion of heavy vehicles, P _{HV}	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	4						3	
Capacity, c _m (vph)	1384						757	
v/c ratio	0.00						0.00	
Queue length (95%)	0.01						0.01	
Control Delay (s/veh)	7.6						9.8	
LOS	A						A	
Approach delay (s/veh)	--	--					9.8	
Approach LOS	--	--					A	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Jed Glavin			Intersection	4th/SH 20			
Agency/Co.	Thompson Enigneers, Inc			Jurisdiction	Nyssa			
Date Performed	11/6/2006			Analysis Year	2008 Background Traffic			
Analysis Time Period	PM Peak							
Project Description 06-63								
East/West Street: SH 20-26				North/South Street: 4th St				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	179	0	0	207	2		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	4	179	0	0	207	2		
Proportion of heavy vehicles, P _{HV}	0	-	-	0	-	-		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	1	0	2		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	0	1	0	2		
Proportion of heavy vehicles, P _{HV}	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	4						3	
Capacity, c _m (vph)	1374						746	
v/c ratio	0.00						0.00	
Queue length (95%)	0.01						0.01	
Control Delay (s/veh)	7.6						9.8	
LOS	A						A	
Approach delay (s/veh)	-	-					9.8	
Approach LOS	-	-					A	

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	Jed Glavin		Intersection	4th/SH 20				
Agency/Co.	Thompson Enigneers, Inc		Jurisdiction	Nyssa				
Date Performed	11/6/2006		Analysis Year	2023 Background Horizon				
Analysis Time Period	PM Peak							
Project Description 06-63								
East/West Street: SH 20-26			North/South Street: 4th St					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	218	0	0	251	3		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	5	218	0	0	251	3		
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	1	0	3		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	0	1	0	3		
Proportion of heavy vehicles, P _{HV}	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	5						4	
Capacity, c _m (vph)	1323						712	
v/c ratio	0.00						0.01	
Queue length (95%)	0.01						0.02	
Control Delay (s/veh)	7.7						10.1	
LOS	A						B	
Approach delay (s/veh)	--	--					10.1	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY							
General Information			Site Information				
Analyst	Jed Glavin		Intersection	SW 4th St SH 20-26			
Agency/Co.	Thompson Engineers, Inc		Jurisdiction	Nyssa			
Date Performed	11/14/2006		Analysis Year				
Analysis Time Period	PM Peak Hour						
Project Description 06-63							
East/West Street: SH 20-26			North/South Street: SW 4th St				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	52	218	0	0	251	19	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	52	218	0	0	251	19	
Proportion of heavy vehicles, P _{HV}	10	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0	10	0	30	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	0	0	0	10	0	30	
Proportion of heavy vehicles, P _{HV}	0	0	0	10	0	10	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
Volume, v (vph)	52						40
Capacity, c _m (vph)	1249						645
v/c ratio	0.04						0.06
Queue length (95%)	0.13						0.20
Control Delay (s/veh)	8.0						11.0
LOS	A						B
Approach delay (s/veh)	--	--					11.0
Approach LOS	--	--					B

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Jed Glavin			Intersection	SW 4th St SH 20-26			
Agency/Co.	Thompson Engineers, Inc			Jurisdiction	Nyssa			
Date Performed	11/14/2006			Analysis Year	2008 Total Residential Traffic			
Analysis Time Period	Pm Peak Hour							
Project Description 06-63								
East/West Street: SH 20-26				North/South Street: SW 4th St				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	51	179	0	0	207	18		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	51	179	0	0	207	18		
Proportion of heavy vehicles, P _{HV}	5	-	-	0	-	-		
Median type	Undivided							
RT Channelized?			0				0	
Lanes	0	1	0	0	1	0		
Configuration	LT						TR	
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	10	0	29		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	0	10	0	29		
Proportion of heavy vehicles, P _{HV}	0	0	0	5	0	5		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	51						39	
Capacity, c _m (vph)	1326						706	
v/c ratio	0.04						0.06	
Queue length (95%)	0.12						0.18	
Control Delay (s/veh)	7.8						10.4	
LOS	A						B	
Approach delay (s/veh)	--	--					10.4	
Approach LOS	--	--					B	

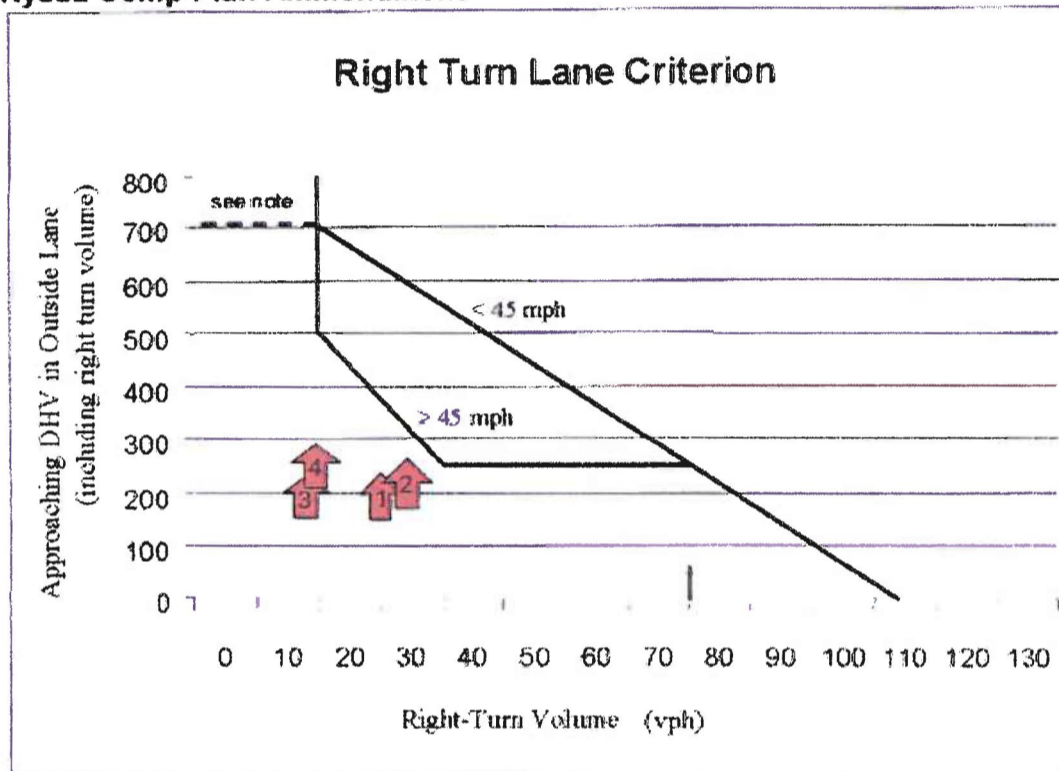
TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Jed Glavin			Intersection	4th/SH 20			
Agency/Co.	Thompson Enigneers, Inc			Jurisdiction	Nyssa			
Date Performed	11/6/2006			Analysis Year	2023 Total Manufacturing			
Analysis Time Period	PM Peak							
Project Description 06-63				North/South Street: 4th St				
East/West Street: SH 20-26				Study Period (hrs): 0.25				
Intersection Orientation: East-West								
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	59	218	0	0	251	32		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	59	218	0	0	251	32		
Proportion of heavy vehicles, P _{HV}	8	-	-	0	-	-		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT			TR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	19	0	37		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	0	19	0	37		
Proportion of heavy vehicles, P _{HV}	0	0	0	15	0	15		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration				LR				
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	59						56	
Capacity, c _m (vph)	1246						588	
v/c ratio	0.05						0.10	
Queue length (95%)	0.15						0.31	
Control Delay (s/veh)	8.0						11.8	
LOS	A						B	
Approach delay (s/veh)	-	-					11.8	
Approach LOS	-	-					B	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Jed Glavin			Intersection	4th/SH 20		
Agency/Co.	Thompson Enigneers, Inc			Jurisdiction	Nyssa		
Date Performed	11/6/2006			Analysis Year	2008 Traffic Manufacturing		
Analysis Time Period	PM Peak						
Project Description 06-63							
East/West Street: SH 20-26				North/South Street: 4th St			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	58	179	0	0	207	31	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	58	179	0	0	207	31	
Proportion of heavy vehicles, P _{HV}	5	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0	19	0	36	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	0	0	0	19	0	36	
Proportion of heavy vehicles, P _{HV}	0	0	0	10	0	10	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
Volume, v (vph)	58						55
Capacity, c _m (vph)	1311						651
v/c ratio	0.04						0.08
Queue length (95%)	0.14						0.28
Control Delay (s/veh)	7.9						11.0
LOS	A						B
Approach delay (s/veh)	--	--					11.0
Approach LOS	--	--					B

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	D. Thompson	Highway	US 20/26
Agency or Company	Thompson Engineers, Inc.	From/To	Idaho Border/4th St
Date Performed	11/14/2006	Jurisdiction	ODOT
Analysis Time Period	PM Peak Hour	Analysis Year	2023
Input Data			
		<input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway Terrain <input type="checkbox"/> Level <input type="checkbox"/> Rolling Two-way hourly volume 615 veh/h Directional split 52 / 48 Peak-hour factor, PHF 0.80 No-passing zone 100 % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 2% Access points/ mi 4	
Average Travel Speed			
Grade adjustment factor, f _G (Exhibit 20-7)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-9)			1.2
Passenger-car equivalents for RVs, E _R (Exhibit 20-9)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))			0.971
Two-way flow rate ¹ , v _p (pc/h) v _p = V / (PHF * f _G * f _{HV})			792
v _p * highest directional split proportion ² (pc/h)			412
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S _{FM} mi/h		Base free-flow speed, BFFS _{FM}	45.0 mi/h
Observed volume, V _f veh/h		Adj. for lane width and shoulder width ³ , f _{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS FFS = S _{FM} + 0.00776(V _f / f _{HV}) 44.0 mi/h		Adj. for access points, f _A (Exhibit 20-6)	1.0 mi/h
		Free-flow speed, FFS (FSS = BFFS * f _{LS} * f _A)	44.0 mi/h
Adj. for no-passing zones, f _{np} (mi/h) (Exhibit 20-11)			3.0
Average travel speed, ATS (mi/h) ATS = FFS - 0.00776 v _p * f _{np}			34.8
Percent Time Spent Following			
Grade Adjustment factor, f _G (Exhibit 20-8)			1.00
Passenger-car equivalents for trucks, E _T (Exhibit 20-10)			1.1
Passenger-car equivalents for RVs, E _R (Exhibit 20-10)			1.0
Heavy-vehicle adjustment factor, f _{HV} f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))			0.985
Two-way flow rate ¹ , v _p (pc/h) v _p = V / (PHF * f _G * f _{HV})			780
v _p * highest directional split proportion ² (pc/h)			406
Base percent time-spent-following, BPTSF (%) BPTSF = 100(1 - e ^{-0.000879v_p})			49.6
Adj. for directional distribution and no-passing zone, f _{dnp} (%) (Exh. 20-12)			15.7
Percent time-spent-following, PTSF (%) PTSF = BPTSF + f _{dnp}			65.4
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)			C
Volume to capacity ratio v/c v/c = V _p / 3,200			0.25
Peak 15-min veh-miles of travel, VMT ₁₅ (veh-mi) VMT ₁₅ = 0.25L ₁ (V/PHF)			96
Peak-hour vehicle-miles of travel, VMT ₆₀ (veh-mi) VMT ₆₀ = V * L ₁			308
Peak 15-min total travel time, TT ₁₅ (veh-h) TT ₁₅ = VMT ₁₅ / ATS			2.8
Notes			
1. If v _p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v _p >= 1,700 pc/h, terminated analysis-the LOS is F.			

**Right Turn Analysis
Nyssa Comp Plan Ammendment**

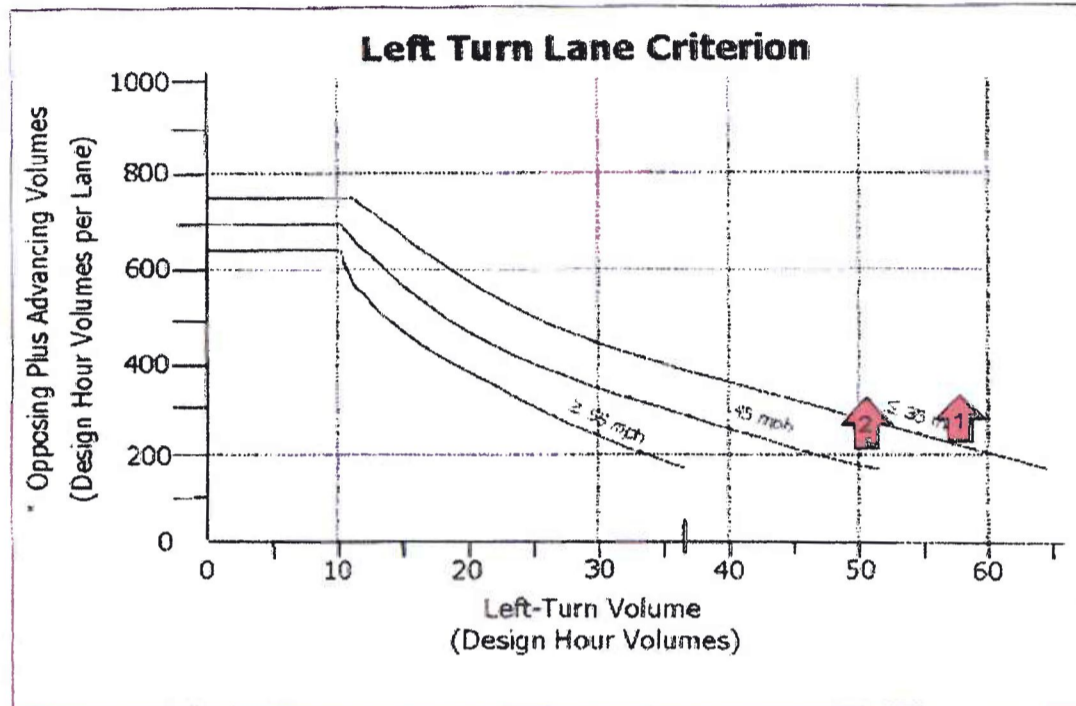
11/6/2006
06-63



Intersection	Condition	Dir.	LT Turn Volume	Directional Volume	
Industrial Uses					
1 4th ST/SH 20-26	Total	PM	EB	31	238 Not Required
2 4th ST/SH 20-26	Total Horizon	PM	EB	32	283 Not Required
Residential Uses					
3 4th ST/SH 20-26	Total	PM	EB	18	225 Not Required
4 4th ST/SH 20-26	Total Horizon	PM	EB	19	270 Not Required

Left Turn Analysis
Nyssa Comp Plan Ammendment

11/6/2006
 06-63



Intersection	Condition	Dir.	LT Turn Volume	Opposing+ Advancing		
Industrial Uses						
1 4th S/SH 20-26	Total	PM	WB	58	386	Required
Residential Uses						
2 4th S/SH 20-26	Total	PM	WB	51	386	Required

**Construction Cost Estimates
Nyssa Comprehensive Plan Ammendment**



4th St. Improvements

Curb	1300 LF	\$ 12.00	\$ 15,600.00	
Sidewalk	880 SY	\$ 15.00	\$ 13,200.00	
				\$ 28,800.00
Pavement				
AC Paving	370 Ton	45 \$	16,650.00	
Aggregate Base	360 CY	25 \$	9,000.00	
Sybbase	720 CY	15 \$	10,800.00	
Excavation	1080 CY	5 \$	5,400.00	
				\$ 41,850.00
Storm Drainage				
Inlets	4 EA	1500 \$	6,000.00	
Pipe	500 LF	50 \$	25,000.00	
Detention	1 EA	2000 \$	2,000.00	
Quality	1 EA	2500 \$	2,500.00	
				\$ 35,500.00
				\$ 106,150.00

Right Turn Lane

Curb	600 LF	\$ 12.00	\$ 7,200.00	
Sidewalk	400 SY	\$ 15.00	\$ 6,000.00	
				\$ 13,200.00
Pavement				
AC Paving	190 Ton	45 \$	8,550.00	
Aggregate Base	190 CY	25 \$	4,750.00	
Sybbase	360 CY	15 \$	5,400.00	
Excavation	550 CY	5 \$	2,750.00	
				\$ 21,450.00
Storm Drainage				
Inlets	1 EA	1500 \$	1,500.00	
Pipe	200 LF	50 \$	10,000.00	
Detention	1 EA	2000 \$	2,000.00	
Quality	1 EA	2500 \$	2,500.00	
				\$ 16,000.00
				\$ 50,650.00