



## AGENDA

### MOLALLA CITY COUNCIL MEETING

July 25, 2018

7:00 PM

Molalla Adult Center

315 Kennel Ave., Molalla, OR 97038

*Mayor Jimmy Thompson*

*Council President Elizabeth Klein  
Councilor Leota Childress  
Councilor DeLise Palumbo*

*Councilor Glen Boreth  
Councilor Cindy Dragowsky  
Councilor Keith Swigart*

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#### **CALL TO ORDER**

Convene Meeting and Roll Call  
Pledge of Allegiance

#### **PUBLIC COMMENT/COMMUNICATIONS AND PRESENTATIONS**

1. Tobacco Retail Licensing

*(Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Recorder. The City Council does not generically engage in dialog with those making comments but may refer the issue to the City Manager. Complaints shall first be addressed at the department level prior to addressing the City Council.)*

#### **ADOPTION OF AGENDA**

#### **CONSENT AGENDA**

2. City Council Minutes July 11, 2018
3. Resolution 2018-13 , Resolution 2018-14 & Resolution 2018-15

#### **PUBLIC HEARING**

4. Hearing Regarding Application P-29-2018 Regarding a Zone Change Ordinance 2018-11

#### **ORDINANCES, RESOLUTIONS, PROCLAMATIONS**

5. Ordinance 2018-11 Zone Change.

#### **NEW BUSINESS**

6. League of Oregon Cities Legislative Priorities
7. Discussion of future topics.

#### **OLD BUSINESS**

8. Ordinance 2018-07 Utility Billing Payments Section

#### **REPORTS AND ANNOUNCEMENTS**



## **AGENDA**

### **MOLALLA CITY COUNCIL MEETING**

**July 25, 2018**

**7:00 PM**

**Molalla Adult Center**

**315 Kennel Ave., Molalla, OR 97038**

### ***ADJOURN***

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Agenda posted at City Hall, Senior Center, Library and the City Website at <http://www.cityofmolalla.com/meetings>  
This meeting location is wheelchair accessible. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-829-6855

# City of Molalla

## City Council Meeting



### Agenda Category: Presentation

<b>Subject:</b>	Tobacco Retail Licensing
<b>Recommendation:</b>	Unknown
<b>Date of Meeting to be Presented:</b>	July 25, 2018
<b>Fiscal Impact:</b>	Unknown
<b>Submitted By:</b>	Scott France, Clackamas County Health
<b>Approved By:</b>	City Manager, Dan Huff

**Background:** City Manager Huff was asked if they could address Council regarding this subject matter.

# Protecting Youth Through Tobacco Retail Licensing

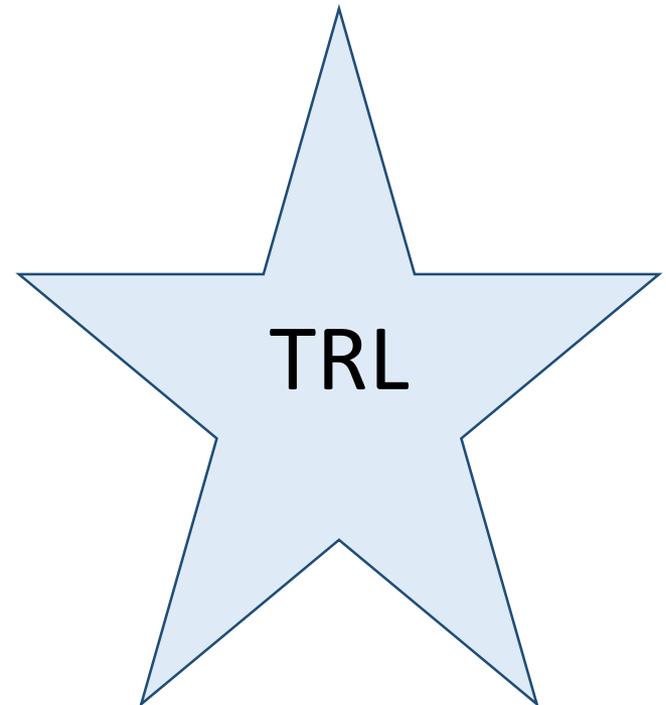
*Clackamas County Public Health Division*

*Dawn Emerick, Ed.D, Director*

# Objectives

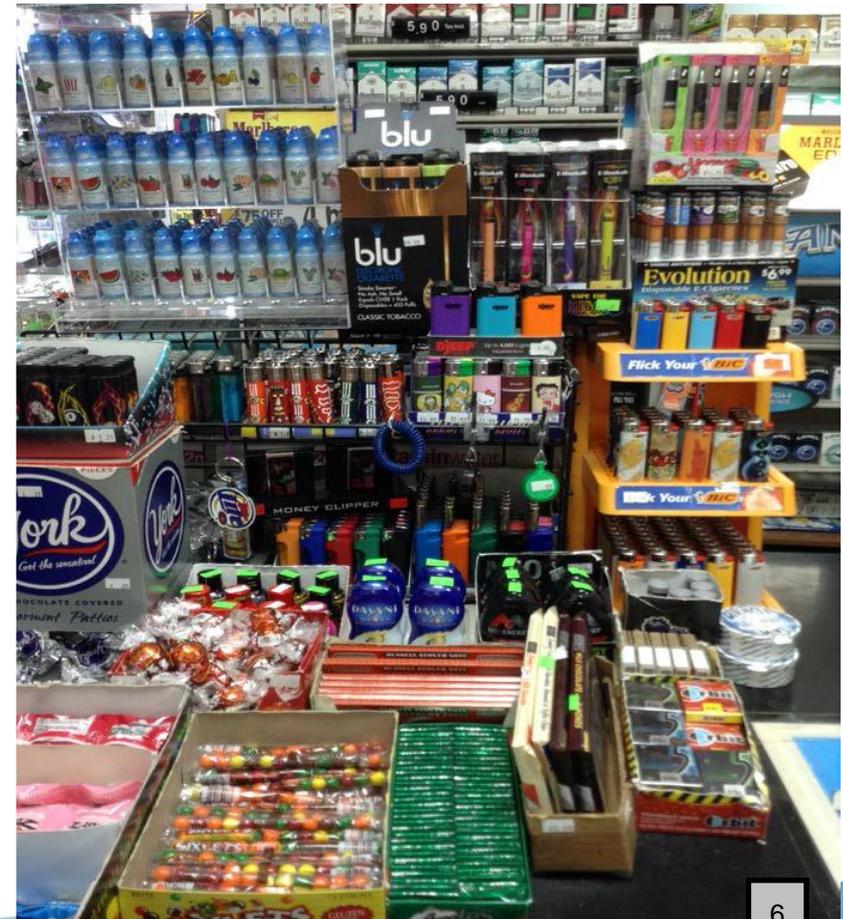
Explain Tobacco Retail  
Licensing and the benefits

Gain cities' support for a  
county-wide TRL



# What is Tobacco Retail Licensing (TRL)?

- Requires businesses to purchase a license to sell tobacco & nicotine products
- Retailer education & support
- Annual license fee
- Enforcement system



# Youth are vulnerable to nicotine

*Clackamas County 11<sup>th</sup> graders in last 30 days....*

- 25% used any tobacco product
- 41% have used any form of tobacco before age 18
- 1 in 3 youth said it would be “very easy” to get tobacco



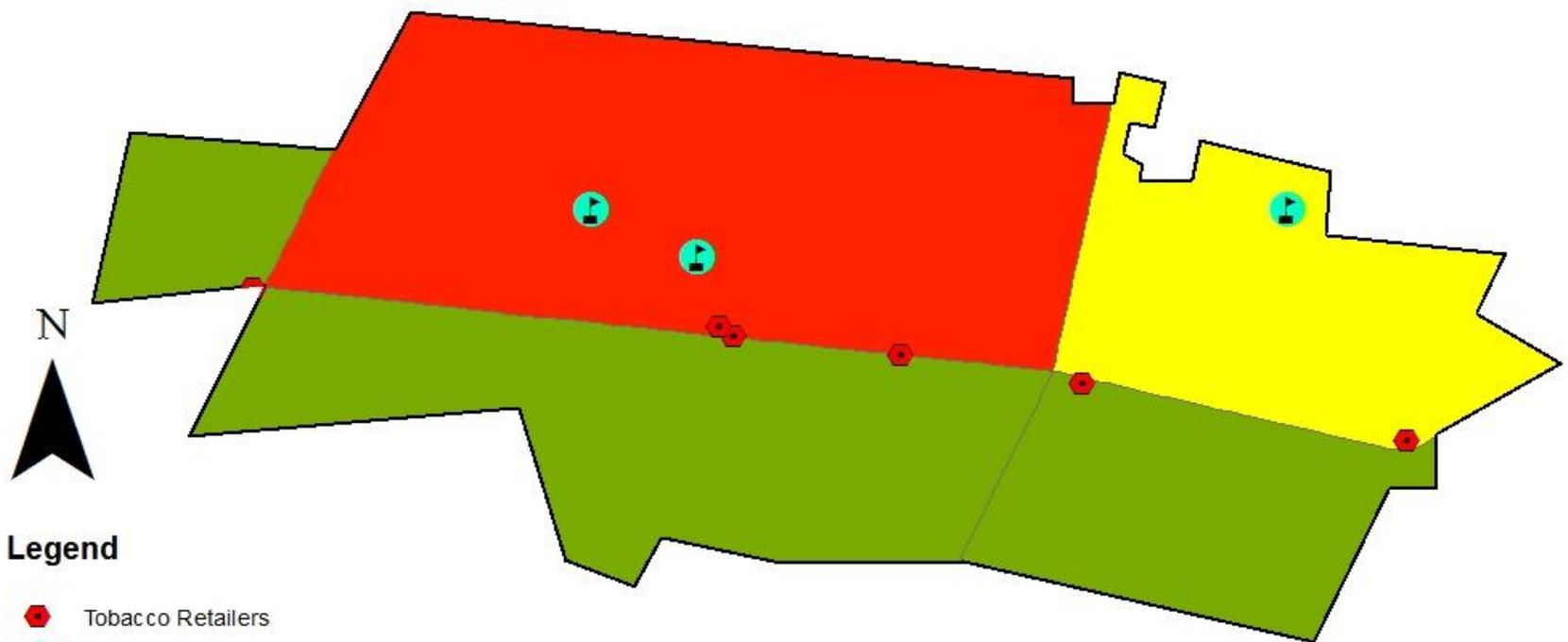
**Oregon Healthy Teen Survey 2017**

# “He Started Vaping As A Teen And Now Says Habit Is Impossible To Let Go”



National Public Radio, 06/07/2018

# Molalla: Youth Under 21 and Tobacco Retail Locations



## Legend

-  Tobacco Retailers
-  Schools
-  Molalla City Limits

## Population Under 21

-  0 - 250
-  251 - 500
-  501 - 750
-  751 - 1000
-  1001 - 2150

Approximately 3,700 youth under the age of 21 live in the Molalla area. In this same area, there are 6 tobacco retail locations.

Clackamas County Public Health Division, Data Source: ACS 5 year estimate 2012-2016, and Oregon Department of Education

0 0.375 0.75 1.5 Miles

Health, Housing  
& Human Services



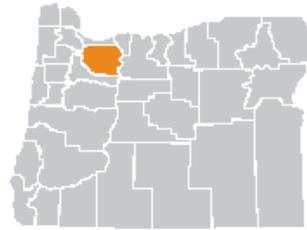
CLACKAMAS COUNTY Public Health

Tobacco's toll in one year



**50,400** Adults who regularly smoke cigarettes

**11,634** People with a serious illness caused by tobacco



Population

Youths 88,342  
 Adults 297,738  
 Total residents 386,080



**595**

Tobacco-related deaths



**\$118.7 Million**

spent on tobacco-related medical care

**\$95.1 Million**

In productivity losses due to premature tobacco-related deaths

Among tobacco retailers assessed in Clackamas County



More than **1 in 2** was located within 1,000 feet of a school or park



**2 in 3** advertised tobacco outside



Nearly **8 in 10** sold tobacco at discounted prices



**\$1.23** was the average price of a single, flavored little cigar



The Tobacco Industry spent **\$112 million** a year promoting tobacco products in Oregon stores in 2012.

Components of a comprehensive tobacco prevention program



Oregon's Tobacco Prevention and Education Program (TPEP) supports local public health authorities to serve all 36 counties and nine federally-recognized tribes. TPEP works to:

- Engage communities in reducing the tobacco industry influence in retail stores
- Increase the price of tobacco
- Promote smokefree environments
- Provide support and resources to Oregon smokers who want to quit
- Engage diverse populations of Oregonians

Top three causes of death

- 1) Major cardiovascular disease
- 2) Cancer (lung, breast, lymphoid)
- 3) Chronic lower respiratory diseases (emphysema)

Clackamas County Community Health Assessment

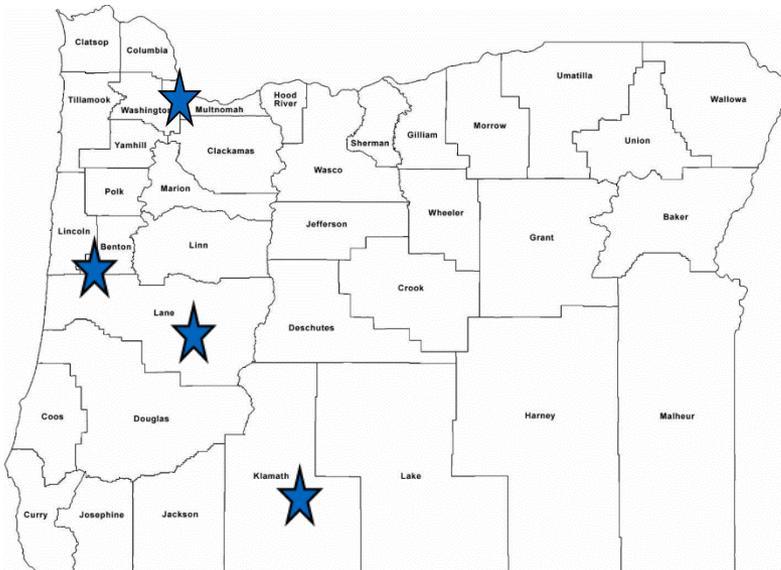
# Why TRL?

- Opportunity for relationships with retailers (similar to restaurant inspections)
- Enforce Tobacco 21 and other tobacco laws
- TRL effectively decreases illegal tobacco sales to minors

# TRL in Oregon

## Jurisdictions Passed TRL

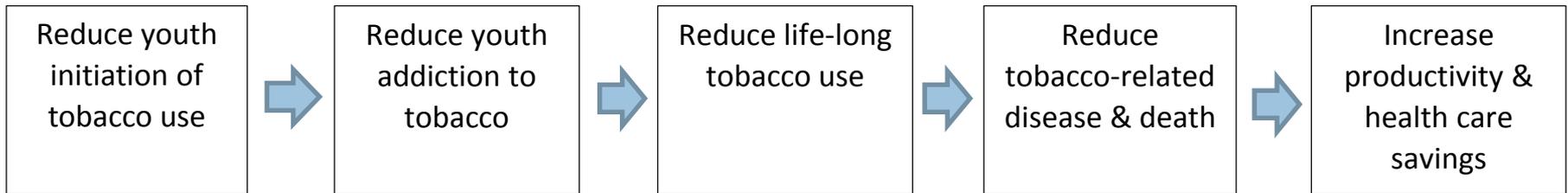
- Benton County
- Clackamas County
- Lane County
- Multnomah County



## Lessons Learned

- Most effective county-wide
- License fee to cover education & enforcement
- Public Health Authorities are best positioned to implement TRL

# Impact of TRL



No significant adverse economic impact

	Total	Reduction
<b>Employees (FTE)</b>	7,127	-4.12
<b>Labor income</b>	\$204,899,969	-\$129,185

**THANK YOU!**

## Implementing a Tobacco Retail License in Clackamas County

### **Tobacco Remains a Major Source of Harm**

Tobacco use remains the most preventable cause of illness and death in America and Clackamas County. In the United States, cigarette smoking is responsible for more than 480,000 deaths per year, including more than 41,000 deaths resulting from secondhand smoke exposure. This is more deaths than from fire arms, HIV, motor vehicle injuries, and illegal drug use combined<sup>i</sup>.

All Clackamas County residents deserve opportunities for good health. Clackamas County is committed to preventing youth from using tobacco and nicotine products, and supporting our communities that bear the highest health burden from tobacco-related illnesses and deaths. Recent examples of Clackamas County's efforts include our support of the statewide Tobacco 21 initiative and tobacco retailer licensing.

### **Inequities Persist Among Tobacco Users**

Tobacco disproportionately affects lower-income populations, communities of color, people living with mental illness, and the LGBTQI community. Tobacco retailer location is a factor in tobacco and other nicotine product use by adults, particularly for minority communities. Neighborhoods that have higher numbers or densities of tobacco retail outlets are more likely to be where more people of color and people experiencing economic hardship live. High densities of tobacco retailers have been linked to increased smoking rates among adults living in the surrounding neighborhoods<sup>ii</sup>.

### **Youth are More Vulnerable to Nicotine**

Preventing nicotine dependence before it starts can help us reduce the inequitable burden of tobacco use. More than three quarters of smokers begin smoking before their 20<sup>th</sup> birthday. Adolescents who start smoking before their 19<sup>th</sup> birthday have on average a 20% higher risk of dying from a smoking-related illness<sup>iii</sup>. Tobacco and other nicotine products remain too accessible for youth to use and purchase in Clackamas County. The percent of teens who smoke cigarettes has increased from 2013-2015. In that same time period, the fraction of 11<sup>th</sup> graders who have used electronic cigarettes has almost doubled. 8<sup>th</sup> grade use has more than tripled in two years. Overall smoking rates in Clackamas County are higher than the Oregon average for both age groups.

### **Clackamas Strategy to Reduce Tobacco Burden**

Beginning in January 2018, Oregon increased the state's tobacco and nicotine product possession age to 21 (Tobacco 21). Increasing the age to purchase these products, in combination with stronger local enforcement laws, are part of Clackamas County's comprehensive strategy to prevent youth from using nicotine products and end the burden of tobacco-related diseases and deaths. Because of this, the Clackamas County Board of County Commissioners, in their role as the County Board of Health, is considering a tobacco retail license where businesses located in the County must obtain a license to sell tobacco and other nicotine products, including electronic cigarettes. TRL is a mechanism to reduce youth access to tobacco and nicotine products by enforcing age restrictions on the purchase of tobacco

## Frequently Asked Questions about Tobacco Retail Licensing

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### **What is Tobacco Retail Licensing (TRL)?**

Tobacco retail licensing requires businesses located in the county to obtain an annual license to sell tobacco and other nicotine products, including electronic cigarettes. It is part of Clackamas County's comprehensive strategy to prevent youth from using nicotine products and end the burden of tobacco-related disease and death.

### **What does TRL propose to do?**

TRL is a tool that can be used to improve enforcement of existing federal, state, and local tobacco laws. TRL enables local jurisdictions to identify retailers, monitor their compliance with these laws, and enforce penalties if tobacco is sold to persons under the age of 21. TRL provides a platform for retailer education and consequences if tobacco is sold illegally. Penalties, such as fines or suspending retailers' ability to sell tobacco, deter retailers from selling tobacco to youth.

### **Why focus on tobacco regulation in the retail environment?**

Convenience stores are top sellers of cigarettes nationwide. In Clackamas County, more than half of tobacco retailers are located within 1,000 feet of a school or park, and two thirds of all known retailers advertise tobacco outside.<sup>i</sup> Youth who have more opportunities to obtain tobacco and see more tobacco advertising are more likely to use tobacco and nicotine products due to their susceptibility to marketing and imaging.

### **How does TRL prevent youth access to tobacco?**

TRL reduces illegal sales to minors through retailer education and enforcement of laws.

### **Why is a tobacco retail license separate from other business license requirements?**

Tobacco is a hazardous product that causes disease and death, there are no safe levels of tobacco use. Tobacco retail licensing is the mechanism to identify stores that sell tobacco so they can be informed when laws change and monitored for compliance. A license to sell tobacco and nicotine products is similar to licenses required to sell alcohol and marijuana.

### **What is the economic impact of TRL?**

Portland State University's Northwest Economic Research Center determined that a license fee of \$500 – \$600 will not have a significant effect on the Clackamas County economy. A \$500 - \$600 fee amounts to \$1.37 - \$1.64 per day to sell tobacco and nicotine products. The impact of TRL on store revenue would be minimal as retailers are able to raise tobacco prices to offset the cost of the license.

### **Why are electronic cigarettes and other vaping products included in this licensing?**

Many youth today are being introduced to nicotine through e-cigarettes rather than conventional cigarettes and tobacco products.<sup>ii</sup> A 2015 survey found that among e-cigarette users aged 19-24, 40% had never been regular cigarette smokers.<sup>iii</sup> Vaping is outpacing conventional cigarettes among youth.

### **How would tobacco retailers be monitored for compliance with the minimum legal sales age?**

Clackamas County Public Health Division (CCPHD) proposes two inspections per year, one unannounced minor decoy and one with public health staff to ensure compliance with local, state and federal laws. Inspections would include education and penalties for violations.

### **How effective is TRL in reducing youth access to tobacco?**

Communities across the country, including four counties and a number of cities within Oregon, are implementing TRL to prevent youth from illegally purchasing nicotine products. While it is too soon to see the results in Oregon, a recent assessment of 33 communities in California that implemented a tobacco retail license, showed dramatically decreased rates of illegal youth sales since passing TRL.<sup>iv</sup>

### **What does TRL mean for cities?**

TRL will reduce youth access to and initiation of tobacco and nicotine products protecting them from a lifetime of addiction and tobacco-related disease, ultimately improving quality of life, increased productivity, and health care savings. Allocating responsibility to the Board of Health to pass TRL shifts the administration and implementation to CCPHD resulting in consistent education and enforcement county-wide.

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<sup>i</sup> Oregon Health Authority, Tobacco Fact Sheet, 2014

<sup>ii</sup> E-Cigarette Fact Sheet, Oregon Health Authority, 2016.

[http://www.co.lincoln.or.us/sites/default/files/fileattachments/health\\_amp\\_human\\_services/page/585/e-cigfactsheet.pdf](http://www.co.lincoln.or.us/sites/default/files/fileattachments/health_amp_human_services/page/585/e-cigfactsheet.pdf)

<sup>iii</sup> MMWR via Centers for Disease Control and Prevention, [https://www.cdc.gov/tobacco/basic\\_information/e-cigarettes/index.htm](https://www.cdc.gov/tobacco/basic_information/e-cigarettes/index.htm)

<sup>iv</sup> See "Table of youth sales rates before and after the adoption of a strong tobacco retailer licensing ordinance". The American Lung Association in California, 2013. <http://center4tobaccopolicy.org/wp-content/uploads/2016/10/Tobacco-Retailer-Licensing-is-Effective-September-2013.pdf>

and nicotine products. TRL enables the Local Public Health Authority (LPHA) to monitor compliance with laws and enforce penalties if tobacco is sold to persons under the age of 21.

### **Effectiveness of Tobacco Retail Licensing**

Communities across the country, including four counties and a number of cities in Oregon, are using a tobacco retail license to prevent youth from illegally purchasing nicotine products. A number of these communities are demonstrating positive implementation results. For example, a recent assessment of 33 communities in California that implemented a tobacco retail license showed decreased rates of illegal youth sales<sup>iv</sup>.

A tobacco retail license is also useful as a surveillance and evaluation tool, and allows for greater local control of retailer education and enforcement activities. A tobacco retail license, in conjunction with Tobacco 21, would enable the County to educate businesses about tobacco laws, ensure accountability with tobacco laws, and evaluate where these business are located relative to schools and other youth-populated areas.

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<sup>i</sup> [Mokdad](#) AH, Marks JS, Stroup DF, Gerberding JL. Actual Causes of Death in the United States. *JAMA: Journal of the American Medical Association* 2004; 291(10):1238-45 [cited 2017 Apr 20].

<sup>ii</sup> Public Health Law Center. (2014). Location, location, location: Regulating tobacco retailer locations for public health. Accessed at <http://www.publichealthlawcenter.org/sites/default/files/resources/tclc-guide-regulating-retailer-locations-2014.pdf>

<sup>iii</sup> Choi, S.H., & Stommel, M. (2017). Impact of age at smoking initiation on smoking-related morbidity and all-cause mortality. *American Journal of Preventive Medicine*, 53, 33-41.

<sup>iv</sup> American Lung Association. (2013). Tobacco retailer licensing is effective. Accessed at <http://center4tobaccopolicy.org/wp-content/uploads/2016/10/Tobacco-Retailer-Licensing-is-Effective-September-2013.pdf>



**Minutes of the Molalla City Council Meeting  
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Wednesday, July 11, 2018**

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**CALL TO ORDER OF THE MOLALLA CITY COUNCIL MEETING;** the regular meeting of July 11, 2018 was called to order by Mayor Jimmy Thompson at 7:01 P.M.

**COUNCIL ATTENDANCE:**

Mayor Jimmy Thompson – Present  
Councilor Elizabeth Klein – Present  
Councilor Leota Childress – Present  
Councilor DeLise Palumbo – Present  
Councilor Glen Boreth – Present  
Councilor Open Position – N/A  
Councilor Keith Swigart – Absent

**STAFF IN ATTENDANCE**

Dan Huff, City Manager – Absent  
Gerald Fisher, Public Works Director – Present  
Chaunee Seifried, Finance Director – Present  
Rod Lucich, Police Chief – Absent  
Kelly Richardson, City Recorder – Present  
Diana Hadley, Library Director – Present  
Chad Jacobs, City Attorney – Absent

**PUBLIC COMMENT/COMMUNICATIONS AND PRESENTATIONS**

1. Library Board Application: Both applicants Fincher and Bloebaum briefly discussed their interests of serving on the board.  
Motion made by Councilor Boreth, to approve Mayor Thompson to appoint Fincher and Bloebaum to the Library Board. Second by Councilor Childress.  
Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo
2. National Night Out Invitation  
Mayor Presented the information on the flyer regarding *National Night Out*. There was nothing discussed.

*(Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Recorder. The City Council does not generically engage in dialog with those making comments but may refer the issue to the City Manager. Complaints shall first be addressed at the department level prior to addressing the City Council.)*

**ADOPTION OF AGENDA**

Motion made by Councilor Boreth, to adopt the agenda as presented. Second by Councilor Klein.  
Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo

**CONSENT AGENDA**

Motion made by Councilor Childress, to approve the consent agenda items as presented. Second by Councilor Boreth.  
Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo



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3. City Council Minutes June 27, 2018
4. Resolution 2018-12 Declaring Dragowsky Seat Vacant and then Creating an Open Seat
5. Award Professional Engineering Services

***ORDINANCES, RESOLUTIONS, PROCLAMATIONS***

6. Ordinance 2018-10 Amending Molalla Municipal Code Chapter 2.08 Library Board

Library Director Hadley presented the information to Council.

Motion made by Councilor Childress, to approve by title only the 1st reading of Ordinance 2018-10. Second by Councilor Boreth.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo

Motion made by Councilor Klein, to approve 2nd reading by title only. Second by Councilor Palumbo.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo.

Motion made by Councilor Boreth to adopt Ordinance 2018-10. Second by Councilor Klein.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo

7. Resolution 2018-11 Regarding Alarm Fees.

Motion made by Councilor Childress, to approve Resolution 2018-11 updating alarm fees. Second by Councilor Boreth.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo

***NEW BUSINESS***

8. Discuss Future Topic Items

Mayor Thompson explained the concept behind this item. Councilor Boreth commented that this process is already a part of the Council rules regarding placing an item on the agenda.

Councilor Klein pointed out the LOC projects would be an example of a future topic.

***OLD BUSINESS***

9. Utility Billing Memo and Proposed Ordinance Language

Council discussed the memo submitted by staff.

Councilor Childress agreed with the staff report and does not support a payment plan option nor a once a year late fee waiver. The City is not set up to do payment plans nor tracking of late fees. This would be a hardship on staff and increased costs to implement.

Councilor Boreth agreed with Councilor Childress. Boreth explained he felt customers need to comply with deadlines. Councilor Klein was not opposed to payment plan necessarily, however, felt the City was not able to offer payment plans until they can be implemented properly.



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Councilor Palumbo explained she first and foremost appreciated the staff's time and effort spent on this matter. Palumbo disagreed with staff's assessment of the payment plan option or lack thereof.

Mayor Thompson took a consensus of the Council and all but Councilor Palumbo was in favor of not allowing payment plans as the City is not set up to administer them properly.

Following a long discussion staff is asked to bring back language regarding the proposed one-time emergency late fee waiver idea from FD Seifried's memo.

Councilor Boreth was opposed to all and agreed with staff's memo.

#### **REPORTS AND ANNOUNCEMENTS**

##### **Staff:**

**PWD Fisher:** Followed up on a request for information from Councilor Childress. Fisher informed Childress that Ona Way was considered a low volume road and therefore striping would not be considered by Clackamas County. Fisher then provided an update to the following scheduled item.

Transportation Master Plan Joint Work session will be July 18 and referred to the draft TSP in the packets. However, the safe routes to school will be in the final document.

- August 15: Waste Water Master Plan will be presented at the meeting.
- September 5<sup>th</sup>: normal Planning meeting; hearing for TSP.
- September 12: hearing on the Waste Water Master Plan is tentative at this point.  
September 26: hearing at Council on the TSP.
- The July 10<sup>th</sup> Recycle Use Plan hearing with DEQ it was well attended. Most of the attendees were from outside the city limits and special interest groups.

Mayor Thompson asked the status of the request of ODOT to put in a crosswalk On Highway 211 near Hezzie Lane.

**CR Richardson:** Had nothing to report.

**FD Seifried:** Had nothing to report.

**Library Director Hadley** informed Council of the very successful reptile man event that took place at the library. Hadley informed Council of the many scheduled events for the summer reading programs.

##### **Councilors:**

**Councilor Boreth:** Informed Council he would be interested in filling the library liaison position. Boreth was also very pleased with the success of the recent Buckeroo events.

**Councilor Childress:** informed Council of her recent visit to the Library and was pleasantly surprised of the many creative events and the staff's involvement. Childress also pointed out the success of the run that took place over the 4th of July. It set a record of over 600 runners to participate in the run.

Childress informed Council that the Molalla Celebration committee met and went over the forms that will be used for the various vendors.



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**Councilor Klein:** Reiterated the praises for the success of all the 4th July events. Klein commented “hats off to the Molalla Running Club, Chamber of Commerce, Buckeroo and the attendees. It all went well.” Klein spoke to a Costco employee who was amazed at the many events.

Klein informed Council that on July 17 the Art Walk members would be meeting with and presenting the designs concepts to the Confederate Tribes of Grande Ronde.

**Mayor Thompson:** stated he had an opportunity to partner with Scott Salathe in the donkey race event.

*EXECUTIVE SESSION*

**ADJOURN**

Motion made by Councilor Boreth, to adjourn the July 11, 2018 meeting at 8:12 pm. Second by Councilor Klein.

Voting Yea: Mayor Thompson, Councilor Klein, Councilor Boreth, Councilor Childress, Councilor Palumbo

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Mayor, Jimmy Thompson

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Date

ATTEST: \_\_\_\_\_

Kelly Richardson, CMC

City Recorder

# City of Molalla

## City Council Meeting



### Agenda Category: Consent Agenda

<b>Subject:</b>	Resolution 2018-13 , Resolution 2018-14 & Resolution 2018-15
<b>Recommendation:</b>	House keeping item to close funds that are no longer in use.
<b>Date of Meeting to be Presented:</b>	July 25, 2018
<b>Fiscal Impact:</b>	None
<b>Submitted By:</b>	Finance Director, Chaunee Seifried
<b>Approved By:</b>	City Manager, Dan Huff

**Background:** ORS 294.353 provides the legal basis for the City Council to declare by resolution the elimination of unnecessary funds and requires the disposition of residual balances to the General Fund and/or Proprietary Fund as appropriate.

**RESOLUTION 2018-13**

**A RESOLUTION TO CLOSE THE DEBT SERVICE FUND TITLED  
WATER GENERAL OBLIGATION BOND AND TO TRANSFER RESIDUAL  
REVENUE TO GENERAL FUND PROPERTY TAX RECEIVABLE.**

**WHEREAS;** the City of Molalla is committed to the highest standards for financial reporting of public resources; and

**WHEREAS;** the Water General Obligation Bond fund was created for the sole purpose of accounting this debt repayment; and

**WHEREAS;** the City of Molalla has fulfilled all debtor responsibilities of the 2010 General Obligation Water Bond; and

**WHEREAS;** the current account balance was collected as property taxes and all remaining funds will be transferred to the General Fund Prior Property Tax Receivable; and

**WHEREAS;** after the transfer the account balance will be zero as of July 31, 2018;

**NOW, THEREFORE, THE CITY OF MOLALLA RESOLVES:** as follows:

1. Authorizes the Finance Director, or designee, to perform the following transfer:  
\$64,964.00 410-411-520-6400 GO Water Bond Transfer to Close Fund  
(\$64,964.00) 101-102-310-1200 Prior Property Taxes
2. Authorized the Finance Director, or designee, to close the Water General Obligation Fund and carry the accounting in the inactive fund portion of the budget for three years in accordance with Oregon Budget Law.
3. This resolution shall take effect July 31, 2018.

Adopted by the City Council on \_\_\_\_\_ day of \_\_\_\_\_, 2018 by a vote of \_\_\_\_\_ ayes and \_\_\_\_\_ nays.

\_\_\_\_\_  
Jimmy Thompson, Mayor

ATTEST:

\_\_\_\_\_  
Kelly Richardson, City Recorder, CMC

**RESOLUTION 2018-14**

**A RESOLUTION TO CLOSE THE WATER/SEWER DEPOSIT FUND AND CARRY OBLIGATION ON THE BALANCE SHEET AS A LIABILITY PAYABLE.**

**WHEREAS;** the City of Molalla is committed to the highest standards for financial reporting of public resources; and

**WHEREAS;** the Water General Obligation Bond fund was created for the sole purpose of accounting this debt repayment; and

**WHEREAS;** the City of Molalla has fulfilled all debtor responsibilities of the 2010 General Obligation Water Bond; and

**WHEREAS;** the current account balance was collected as property taxes and all remaining funds will be transferred to the General Fund Prior Property Tax Receivable; and

**WHEREAS;** after the transfer the account balance will be zero as of July 31, 2018;

**NOW, THEREFORE, THE CITY OF MOLALLA RESOLVES:** as follows:

1. Authorized the Finance Director, or designee, to close the Water/Sewer Deposit Fund and hold all deposits on the balance sheet and carry the accounting in the inactive fund portion of the budget for three years in accordance with Oregon Budget Law.
2. This resolution shall take effect July 31, 2018.

Adopted by the City Council on \_\_\_\_ day of \_\_\_\_\_, 2018 by a vote of \_\_\_\_ ayes and \_\_\_\_ nays.

\_\_\_\_\_  
Jimmy Thompson, Mayor

ATTEST:

\_\_\_\_\_  
Kelly Richardson, City Recorder, CMC

**RESOLUTION 2018-15**

**A RESOLUTION TO CLOSE THE DEBT SERVICE FUND TITLED WATER DEBT RETIREMENT AND TO TRANSFER RESIDUAL REVENUE TO WATER PROPRIETARY REVENUE.**

**WHEREAS;** the City of Molalla is committed to the highest standards for financial reporting of public resources; and

**WHEREAS;** the Water Debt Retirement fund was created for the sole purpose of accounting this debt repayment; and

**WHEREAS;** the City of Molalla has fulfilled all debtor responsibilities of the 2010 Water Debt Retirement Fund; and

**WHEREAS;** the current account balance was collected as proprietary revenues from the water proprietary fund and all remaining funds will be transferred back to the water proprietary fund; and

**WHEREAS;** after the transfer the account balance will be zero as of July 31, 2018;

**NOW, THEREFORE, THE CITY OF MOLALLA RESOLVES:** as follows:

1. Authorizes the Finance Director, or designee, to perform the following transfer:  
\$14,525.00 430-431-520-6400 Water Debt Retirement Transfer to Close Fund  
(\$14,525.00) 106-601-360-0300 Water Proprietary Miscellaneous Revenue
2. Authorized the Finance Director, or designee, to close the Water Debt Retirement Fund and carry the accounting in the inactive fund portion of the budget for three years in accordance with Oregon Budget Law.
3. This resolution shall take effect July 31, 2018.

Adopted by the City Council on \_\_\_\_ day of \_\_\_\_\_, 2018 by a vote of \_\_\_\_ ayes and \_\_\_\_ nays.

\_\_\_\_\_  
Jimmy Thompson, Mayor

ATTEST:

\_\_\_\_\_  
Kelly Richardson, City Recorder, CMC



Planning & Community Dev.  
117 N Molalla Avenue  
PO Box 248  
Molalla, Oregon 97038  
Phone: (503) 759-0219  
communityplanner@cityofmolalla.com

## **Findings & Decision – Proposed Comprehensive Plan Amendment & Zone Change**

**File No.:** P29-2018

**Parcel or Taxlot:** 52E09CD01406

**Address:** 31176 S Hwy 213, Molalla, 97038

**Applicant:** Hix Snedeker Development, LLC

**Owner:** HSC Molalla, LLC (Lindsay Gadd)

**Proposal:** A consolidated application including the following requests:

1. Comprehensive Plan Map Amendment from “Light Industrial” to “General Commercial”
2. A Quasi-Judicial Zone Change from M-1 (Light Industrial) to C-2 (General Commercial)

**Current Use:** Legal Non-Conforming Residence

### ***1. Overview & Background***

Planning & Land Use Application P29-2018 proposes a re-zone and comprehensive map amendment located at 31176 S Hwy 213 in the City of Molalla. This application is submitted concurrently with a proposed development. The subject parcel is 8.75 +/- acres in size, and adequate infrastructure exists nearby to facilitate the proposed development. The parcel currently contains two buildings, and four accessory structures. The property currently zone light Industrial zone and the property abuts General Commercial retail stores to the South and the Northern parcel abuts an Industrial zone. The access to the parcel will be located off Hwy. 213. The proposed zone change/comprehensive plan amendment will affect only parcel 1.

### ***2. Public Notice***

- Notice was sent May 16, 2018 to all landowners within 300 feet of the parcel.

- Notice was placed on the City of Molalla Website on May 23, 2018 under the general news feed.
- Notice was sent to Oregon Department of State Lands (DLCD) on May 5, 2018.

### **3. Attachments & Exhibits**

Exhibit A: ODOT Recommendations

Exhibit B: Public Works Conditions

Exhibit C: Molalla Local Wetland Inventory, Pacific Habitat Services, 2001

Exhibit D: Letter of Concurrence from Department of State Lands

Exhibit E: Current City of Molalla Zoning Map

Exhibit F: City of Molalla Comprehensive Plan

Exhibit G: 2009 Winterbrook Employment Land Needs Analysis

Exhibit H: Applicants Compliance Narrative

Exhibit I: Updated ODOT Recommendations

### **4. Party Status & Public Comments:**

- Trey Jinright representing on behalf of the applicant JADE Consulting, LLC/Hix Snedeker Companies.

### **5. Procedural Findings:**

The application will be reviewed based on criteria set forth by the Molalla Municipal Code, section **17-4.6.030 Amendments to Zone Map or Code Criteria** —Approval criteria (in bold and italics), and Staff findings, are as follow:

#### **A. If the proposal involves an amendment to the Comprehensive Plan, the amendment must be consistent with the Statewide Planning Goals and relevant Oregon Administrative Rules;**

Approval of the request is consistent with the Statewide Planning Goals; below are the applicable goals to this proposal.

- a. GOAL 1 – CITIZEN INVOLVEMENT OAR 660-015-000(1) *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

- i. **Findings:** Notification for this proposal has been adequate. Posting of the public hearing on the City of Molalla website and in the local newspaper. Notice has been mailed to all local landowners within 350 feet, any interested parties and Oregon Department of State Lands (DLCD).
  
- b. Goal 3: AGRICULTURAL LANDS OAR 660-015-0000(3)
  - i. **Findings:** The application does not have significant adverse effect on the agricultural lands. The proposed zone change is concurrently being reviewed with a commercial development. This proposed development, Tractor Supply Co., will support the surrounding agricultural and farming communities within Clackamas County. Agricultural farms such as nurseries and tree farms are abundant near the City of Molalla.
  
- c. GOAL 5 – NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES OAR 660-015-0000(5) *To conserve open space and protect natural and scenic resources.*
  - i. **Findings:** Open space requirements will be upheld as per the Molalla Development Code. The proposed development incorporates many natural elements in the design and the landscape design. As shown on the local wetland inventory (See exhibit C) a designated wetland exists on the property. In (Exhibit E) the applicant has attained the conditioned letter of concurrence from the Department of State Lands (DLCD). Any wetland mitigation will require a removal-fill permit pursuant to (DLCD).
  
- d. GOAL 6 – AIR, WATER AND LAND RESOURCES QUALITY OAR 660-015-0000(6) *To maintain and improve the quality of the air, water and land resources of the state.*
  - i. **Findings:** The proposed zoning change would increase the quality of air, water and land resources from its current zoning. Light Industrials Zones are subject to uses that tend to impact the surrounding environments. A General Commercial use would reduce those impacts. In addition noise pollution would likely decrease; which the manufactured home park located north of the property would benefit. The run-off water of the proposed development shall be mitigated pursuant to the City's Public Works Standards. Utilization of public sewer and the appropriate waste disposal facilities on-site will minimize impact on land quality. The riparian margin will assist in the protection of local waterways/wetlands.
  
- e. Goal 7 – AREAS SUBJECT TO NATURAL HAZARDS OAR 660-015-0000(7) *To protect life and property from natural disasters.*
  - i. **Findings:** The subject property, when developed with a commercial use, would not change the risk to residents as the current risk is minimal. The subject property has adequate access for emergency response vehicles. The main concern is flooding on this property with a creek tributary traveling through the southern portion of the parcel. Wide creek channels and established vegetation ensure flooding issues are mitigated to the highest degree. Hazardous on-site materials would be discouraged and only be viable through safe storage.

- f. Goal 9 – ECONOMIC DEVELOPMENT OAR 660-015-0000(9) *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon’s citizens.*
  - i. **Findings:** The zone change would allow a commercial use on the property. A commercial property brings in a higher amount of taxes than most other zones/uses. The result of commercial development would alleviate the amount homeowners have to contribute to the City’s budget. The proposed development, Tractor Supply Co., will allow local farmers to help sustain their local farms business with readily available resources. In addition Highway 213 does contain the appropriate public facilities to support this proposed development.
  - ii. Referencing the Employment Needs Analysis done in 2009 by Winterbrook Planning (Exhibit G). In the analysis it states the employment percent needs from 2010-2030 for commercial will be 68% compared to 32% for Industrial. It also states the current acreage supply for commercial is 52 compared to 160 for industrial. The data shows there is an abundance of industrial land and the projected employment will be lower than commercial. The zone change would allow an increase in the general commercial inventory and begin to accommodate the predicted growth of commercial employment.
- g. Goal 13 – ENERGY CONSERVATION OAR 660-015-0000(13) *To provide and encourage a safe, convenient and economic transportation system.*
  - i. **Findings:** The parcel abuts Highway 213, which under the state’s jurisdiction. With the proposed development Oregon Department of Transportation has reviewed and recommended conditions that will provide pedestrian and vehicles safety. Additional energy conservation will be implemented in Land Use Review.

**B. The proposal must be consistent with the Comprehensive Plan (the Comprehensive Plan may be amended concurrently with proposed changes in zoning);**

- i. Approval of the request is consistent with the Comprehensive Plan (see exhibit 4); below are the applicable sections of the Comprehensive Plan. The Molalla Comprehensive Plan is based on the Oregon Statewide planning Goals, thus many of the requirements exist in both documents. For this reason, Staff will discuss only the most pertinent portions of the Comprehensive Plan for this proposal.
  - a. Page 17, Water Resources Policies, number 8 states, “Development projects that may have an impact on natural resources areas as identified on the Local Wetland Inventory may shall be review by the Division of State Lands (DSL) for possible mitigation.
    - i. **Findings:** Planning staff did require the applicant to attain a concurrence letter from DSL. Any possible mitigation the applicant proposes shall go through DSL to insure the natural wild corridors and natural vegetation are maintained. The subject parcel meets this criteria for protected water resources as well as available adjacent lands.
  - b. Page 23, Natural Hazard Policies, number 4 states, “Limited development may be permitted on land within the 100-year floodplain, consistent with the City’s floodplain regulations.”

- i. **Findings:** The subject parcel is not within a 100-year floodplain, and thus not considered within a natural hazard area per the Comprehensive Plan. The area is designated a minimal flood hazard based on the Federal Emergency Management Agency (FEMA) flood map.
- c. Page 32, Economic Development Policies, number 11 states, “The City shall encourage commercial and industrial development. More jobs can be created causing less reliance on the automobile for travel away from the City. “
  - i. **Findings:** The proposed development would increase the jobs in the City and would expand its inventory of community services available to the residents. This subject parcel meets this criteria.
- d. Page 33, Economic Development Policies, number 19 states, “The City shall encourage businesses that support the recreation concept and encourage all businesses to provide a choice of goods and services to the community.”
  - i. **Findings:** The proposed development would increase its services to the community. This criteria has been met.
- e. Page 71, Energy Conservation Policies, number 13 states, “Land use planning shall encourage the efficient use and re-use of buildable lands within the urban area.”
  - i. **Findings:** The zone change will allow for a re-use for commercial buildable land. The proposed development will be reviewed and encouraged to follow the energy conservation policies.

**C. The City Council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code; and**

- i. **Findings:** It is planning commission’s opinion that this change of zoning with the concurrent proposed commercial development is in the public interest due to the opportunities it creates for the community, the long-term employment opportunities created, visual improvement and net economic growth. The applicant has provided supplemental information about commercial demand in Molalla, and has held a community meeting with the affected surrounding property owners to voice any concerns or opinions.

**D. The amendment must conform to Section 17-4.6.050 Transportation Planning Rule Compliance. (Ord. 2017-08 §1)4.**

- i. **Findings:** Attached (Exhibit A & I) and (Exhibit B) are the conditions/recommendations from ODOT and the City of Molalla Public Works Department. The conditions/recommendations will ensure the meet the transportation compliance policies.

In the hearing applicant requested to be able to discuss updated the conditions recommend in (Exhibit I) with ODOT. The applicant is willing to working with ODOT and would like time discuss the improvements placed on the development. The Planning Commission concurred with the request to strike the (Exhibit I) from the conditions.

5. The amendment conforms to applicable administrative rules of the Oregon Land Conservation and Development Commission, including the transportation planning rules. (Ord. 2010-15 §1; Ord. 2010-04 §1)

- a. **Findings:** The proposal and process related to administering the application meet all applicable Oregon DLCD administrative rules.

**The Planning Commission finds that this application is consistent with the Molalla Comprehensive Plan (amended 2014), and satisfies all applicable requirements.**

### ***5. Decision***

Based upon the submitted materials and the findings of this report, the City of Molalla Planning Commission recommends the City Council **approve** application P29-2018 pursuant to the following conditions:

1. Approve planning permit P29-2018 to amend the comprehensive plan map and re-zone the proposed parcel 1 from M-1 Light Industrial to C-2 General Commercial.
2. The applicant shall abide by the Oregon Department of Transportation recommendations/standards.
3. The applicant shall abide by the conditions prescribe by the Public Works Department (Exhibit B)
4. The applicant shall be required to acquire any State or Federal permits applicable to this development.

DATED this \_\_\_\_\_ Day of July, 2018.

\_\_\_\_\_  
Omar Reynaga  
Co-Chair

\_\_\_\_\_  
Aldo Rodriguez  
Community Planner

#### **17-4.1.040 Type III Procedure - Appeals**

**Effective Date of Decision.** Unless the conditions of approval specify otherwise, a Quasi-Judicial Decision becomes effective 10 days after the City mails the decision notice, unless the decision is appealed pursuant to subsection D.

#### **Appeal Filing Procedure.**

a. Notice of Appeal. Any person with standing to appeal, as provided in subsection D.1, may appeal a Type III Quasi-Judicial Decision by filing a Notice of Appeal according to the following procedures.

b. Time for Filing. A Notice of Appeal shall be filed with the Planning Official within the timeframe specified on the Notice of Decision and consistent with ORS 197.195.

c. Content of Notice of Appeal. The Notice of Appeal shall be accompanied by the required filing fee and shall contain:

- (1) An identification of the decision being appealed, including the date of the decision;
- (2) A statement demonstrating the person filing the Notice of Appeal has standing to appeal;
- (3) A statement explaining the specific issues being raised on appeal; and
- (4) If the appellant is not the applicant, a statement demonstrating that the appeal issues were raised during the comment period.

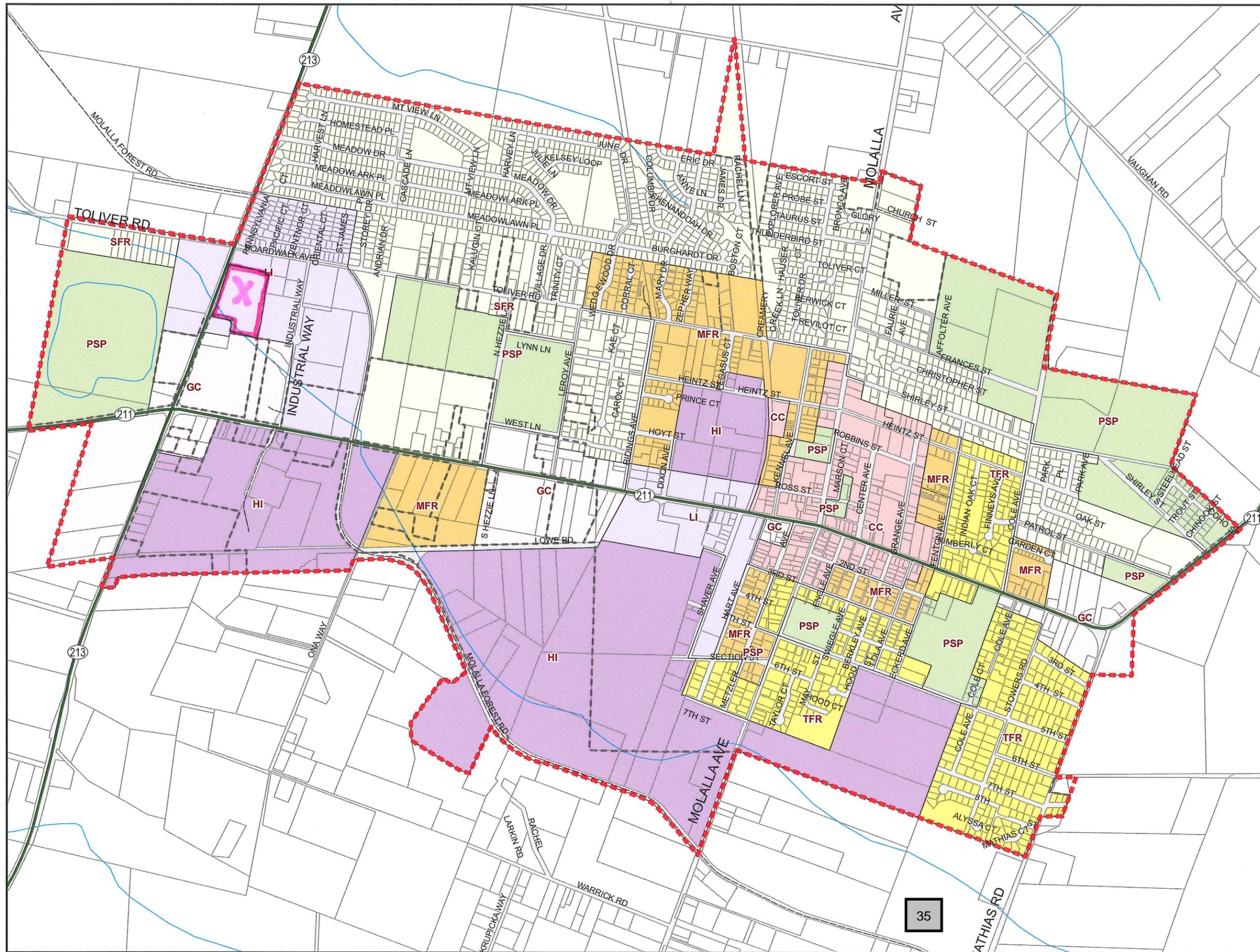
**Scope of Appeal.** The appeal of a Type III Quasi-Judicial Decision shall be a hearing de novo before the City Council. The appeal shall not be limited to the application materials, evidence and other documentation, and specific issues raised in the review leading up to the Quasi-Judicial Decision, but may include other relevant evidence and arguments. The hearing appeal body shall allow additional evidence, testimony, or argument concerning any applicable standard, criterion, condition, or issue.

#### **Final Date of Appeal:**

July 25, 2018

Please direct all questions to Community Planner Aldo Rodriguez:  
[communityplanner@cityofmolalla.com](mailto:communityplanner@cityofmolalla.com) or by phone at (503)-759-0219. A copy of the findings is available on the city website or by contacting Aldo.

# City of Molalla Comprehensive Plan



Legend

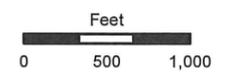
### Comp. Plan Designations

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Public or Semi-Public
- General Commercial
- Central Commercial
- Light Industrial
- Heavy Industrial

Urban Growth Boundary

City Boundary

1:12,800



GEOGRAPHIC INFORMATION SYSTEMS

DEPARTMENT OF INFORMATION SERVICES/GEOGRAPHIC INFORMATION SYSTEMS  
121 LIBRARY COURT  
OREGON CITY, OREGON 97045

The information on this map was derived from digital databases from Clackamas County's GIS. Care was taken in the creation of this map but is provided "as is". Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.

**SITE DATA**

STATE OF OREGON  
COUNTY OF CLATSOP  
CITY OF MOLLA

EXIST. TAX PARCEL ID:	
ZONING (PROPOSED):	
<b>YARD SETBACK</b>	
FRONT:	
SIDE:	
REAR:	
PARKING REQUIRED:	190
PARKING PROVIDED:	75

**LEGEND**

-  DEMISED PROPERTY
-  PROPOSED LIGHT
-  PROPOSED HEAVY
-  PROPOSED LIGHT (BROOM FINISH)
-  PROPOSED HEAVY (BROOM FINISH)
-  FENCED OUTDOOR
-  PERMANENT SIDE
-  PERMANENT TRAILER DISPLAY AREA
-  EASEMENT/SHAR
-  PYLON SIGN



**Updates Post Planning Commission:**

- Proposed two parcel partition on subject property was approved on July 16, 2018

**Decision Making Criteria 19.04.050 F.**

The City Council decision shall be based on the following factors:

A. If the proposal involves an amendment to the Comprehensive Plan, the amendment must be consistent with the Statewide Planning Goals and relevant Oregon Administrative Rules;

- *Compliance shown in attached Findings*

B. The proposal must be consistent with the Comprehensive Plan (the Comprehensive Plan may be amended concurrently with proposed changes in zoning);

- *Compliance shown in attached Findings*

C. The City Council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code; and

- *Compliance shown in attached Findings*

D. The amendment must conform to Section 17-4.6.050 Transportation Planning Rule Compliance. (Ord. 2017-08 §1)

- *Compliance shown in attached Findings*

**Type of Action Requested:**

<input type="checkbox"/>	<b>Resolution</b>	<input checked="" type="checkbox"/>	<b>Ordinance</b>
<input type="checkbox"/>	<b>Formal Action</b>	<input type="checkbox"/>	<b>Report Only</b>

**City Council Options:**

1. Approve the amendment application, adopt the findings in P29-2018 Staff report dated July 25, 2018, and approve the proposed ordinance.
2. Amend or modify the proposal ordinance language.
3. Adopt findings demonstrating that the application does not comply with the Molalla Municipal Code and deny the application.

**Recommendation:** The Molalla Planning Commission has recommended that Council approve the amendment application and the ordinance for the Snedecker Development (P29-2018). Staff concurs with the recommendation. (Option 1 above).

**Attachments**

- Exhibit 1: Planning Commission Minutes – June 6, 2018
- Exhibit 2: Staff Findings
- Exhibit 3: Partition Plat



## **ORDINANCE NUMBER 2018-11**

### **AN ORDINANCE OF THE CITY OF MOLALLA, OREGON AMENDING THE ZONE MAP AND COMPREHENSIVE PLAN MAP REGARDING THE PROPOSED ZONE CHANGE.**

**WHEREAS**, on March 9, 2018, the City received an application for a Zone Change and Comprehensive Plan Amendment of certain property within the City's boundaries from M1 (Light Industrial) to C2 (General Commercial), Application P29-2018 (the "Application"); and

**WHEREAS**, on March 29, 2019, City staff deemed the Application complete and;

**WHEREAS**, on May 16, 2018 Notice of a Hearing scheduled for June 6, 2018 was provided as required by applicable provisions of the Molalla Municipal Code and State law; and

**WHEREAS**, on June 6, 2018, the Planning Commission held a hearing on the Application and voted to recommend approval of the Application, with the inclusion of certain approval conditions, to City Council; and

**WHEREAS**, on July 25, 2018 the City Council held a hearing on the Application and voted to approve the Application subject to certain conditions of approval.

**Now, Therefore, the City of Molalla does ordain as follows:**

**Section 1.** The Council hereby approved the Zone Change and Comprehensive Plan Amendment for the property described as Township 5 South, Range 2 East, Section 07A, Tax Lot 00700 (the "Property"), as more particularly described in Exhibit "A" and depicted in Exhibit "B", both of which are attached hereto.

**Section 2.** The zoning designation of the Property in the Comprehensive Plan and Current Zoning Map is changed from M1 (Light Industrial) to C2 (General Commercial).

**Section 3.** As support for its decision, the City Council adopts the findings in Exhibit "C" attached hereto.

**Section 4. Effective date.** This ordinance is effective 30 days after passage by Council and approved by the Mayor this date \_\_\_\_\_.

Read the first time on \_\_\_\_\_ and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_.

Signed by the Mayor on \_\_\_\_\_.

\_\_\_\_\_  
Jimmy Thompson, Mayor

ATTEST:

APPROVED AS TO FORM:  
Beery Elsner & Hammond, LLP

\_\_\_\_\_  
Kelly Richardson, CMC, City Recorder

\_\_\_\_\_  
City Attorney

**Minutes of the Molalla Planning Commission Regular Meeting**  
**City Hall**  
**117 N. Ave, Molalla, OR 97038**  
**Wednesday, June 6th, 2018**

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- 1) **CALL TO ORDER OF THE MOLALLA PLANNING COMMISSION MEETING;** the regular meeting of June 6th, 2018 was called to order by Co-Chair Omar Reynaga.

**ATTENDANCE:**

Chair Rae Lynn Botsford - Absent  
Co-Chair Omar Reynaga - Present  
Commissioner Debbie Lumb – Present  
Commissioner Jennifer Statter – Present  
Commissioner Doug Eaglebear – Present  
Commissioner Hardeep Singh Brar- Present

**STAFF IN ATTENDANCE:**

Dan Huff, City Manager - Absent  
Gerald Fisher, Public Works Director – Present  
Aldo Rodriguez, Community Planner – Present  
Spencer Parsons, City Attorney - Absent

2) **COMMUNICATIONS, PRESENTATIONS, and PUBLIC COMMENT**

- Co-Chair Reynaga calls for public comment not concerning items on the agenda.
  - No comments.

3) **MINUTES**

- Co-Chair Reynaga confirms all members received and reviewed minutes. Co-Chair Reynaga calls for any amendments. None are called for and commissioner Eaglebear calls for a motion to accept minutes from May 2<sup>nd</sup> 2018. Seconded by commissioner Long. Motion carried (7-0), all aye.

4) **PUBLIC HEARING FOR PROPOSED ZONE CHANGE IN COMPREHENSIVE PLAN.**

P29-2018 31176 S. HWY 213 Molalla OR.

- Co-Chair Reynaga calls meeting of June 6<sup>th</sup> to order. Provides general information to audience to sign in on provided sheet and how to provide testimony. States the hearing on the proposed zone change for P29-2018 will commence.
- Co-Chair Reynaga asks the fellow commissioners to answer the following questions regarding the proposed zone change to ensure that the meeting and deliberation is fair.
  - “Do any of the commissioners have a financial interest in any of the properties which will be discussed in tonight’s hearing?”
    - All no.
  - “Do any of the commissioners stand to gain or loose any financial benefit as a result of the outcome of tonight’s public hearing?”
    - All no.
  - “Have any members of the commission discussed the proposed action to the property owner or interested parties.?”

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- All no.
- “Have any commissioners met as a group to discuss the matters prior to the hearing?”
  - All no.
- “Do any members wish to disclose any facts which may create the appearance of conflict or otherwise unable to participate in the hearing in a fair and objective manner?”
  - All no.
- “Is there anyone in the audience who objects to any commissioner participating in any of the public hearing tonight?”
  - All no.
- Co-Chair Reynaga overviews the process for a public hearing and how the public should speak (stating name, address, no redundant comments, etc).
- Co-Chair Reynaga opens the public hearing of file P29-2018.
- Co-Chair Reynaga asks if staff has received any request of party status or if anyone in the audience has requested party status.
  - No one has previously or requests during this period.
- Co-Chair Reynaga asks for staff review.
- CP Rodriguez gives an overview of the proposal:
  - P29-2018 is an amendment to the comprehensive plan and a zone change occurring at 31176 S. HWY 213 Molalla OR. CP Rodriguez states that the application has been submitted concurrently with a two-parcel partition approved on May 2<sup>nd</sup> and a proposed development that will be reviewed next meeting. Gives overview of the area and when notices for public hearing were sent out. CP Rodriguez then lists the exhibits presented regarding P29-2018.
    - Exhibit A: ODOT recommendations
    - Exhibit B: Public works conditions
    - Exhibit C: Local Molalla wetland inventory
    - Exhibit D: Letter of concurrence from Dept. State Lands
    - Exhibit E: Molalla zoning map
    - Exhibit F: City of Molalla comprehensive plan
    - Exhibit G: 2009 Winterbrook employment lands needs analysis
    - Exhibit H: Applicants compliance narrative
    - Exhibit I: Updated ODOT recommendations from June 5<sup>th</sup>
  - CP Rodriguez goes over findings and conclusions. He states the applicant has met the needed criteria based off Molalla’s code.
  - Staff recommendation: Planning commission send recommendation of approval to city council regarding P29-2018 following these conditions:
    - Applicant must follow guidelines sent by ODOT (Exhibit I)
    - Applicant shall follow City of Molalla public works conditions (Exhibit B)
    - Applicant shall be required to acquire any state or federal permits that pertain to this development.
- Co-Chair Reynaga asks if the applicant wishes to present any further information or comment.

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- Craig Jenroy, representing the client as their civil engineer speaks. Asks for the ability to adjust, revise or talk with ODOT about their recommendations (Exhibit I) for the access to HWY 213. Citing the one-day time span as too short to accurately review and respond to them. He also states he is unclear on what they require as a “traffic controlling device” and wants clarification on if that is a light pole or not.
- PWD Fisher responds by saying the recommendations regarding street improvements aren’t absolute, they don’t need to be a traffic light but needs to be a traffic controlling device that can handle the new traffic generated by P29-2018. He goes on to state that it needs to meet a certain threshold of mobility and access to be built.
- Craig Jenroy states he wants to be able to “flush out” the finances and concerns with his financiers, traffic consultants, ODOT and the City so that moving forward everyone is clear.
- PWD Fisher states he can submit a design exception to ODOT regarding the access and right of way on HWY 213 and then ODOT or the City can secure the additional right of way and coordinate with ODOT on a capital project.
- Craig states he does not want these recommendations to be approved if the right of way is going to change in the future and require them to do more work.
- PWD Fisher goes through the language more carefully (first sentence of box 1 of exhibit I) to try to understand exactly what ODOT is saying.
- Craig reiterates he does not know what should go in the intersection and has not seen and data or studies to recommend him a device to build there.
- PWD Fisher states that the left turn lane being discussed is to help calm traffic at said intersection on HWY 213. Fisher does not believe ODOT will hold developers to installing a full traffic light. Rather, they wanted the city to ensure that the developer would do some road improvements and that they meet all applicable standards. Says the developer would do the construction but only be responsible for 10% of the cost. The City of Molalla would reimburse the other 90% through development agreement.
- Craig states he believes this is fair but is not spelled out in writing and doesn’t want to agree to something too quickly.
- Commissioner Jenifer clarifies that the applicant and Craig are hesitant to agree to the recommendations now because the language in the recommendations sounds like it is tying them into the development.
- PWD Fisher understands Craig’s concerns and believes that they will be addressed more specifically next meeting and that is when they will go over exact requirements for the intersection improvements. Also states that a traffic signal will only be required if a study finds that the trip generation from the development warrants it. He believes exhibit I was probably better left for the design review meeting taking place later.
- CP Rodriguez states that exhibit I is slated to be included in the design review meeting.
- Planning commission tentatively agrees to leave out specific language in exhibit I during the design review meeting.
- Craig states his peak hour generation is only 27 cars per hour.

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- No further questions or comments.
- Co-Chair Reynaga closes the public hearing for file P29-2018.
- Commissioners deliberate. Commissioner Statter moves to approve P29-2018 based on the applicant following all conditions laid out in exhibit's A through H and city requirements/code.
- Co-Chair Reynaga announces a motion to approve P29-2018 by Statter, seconded by commissioner Lumb. Approved 7-0, all aye. Motions passes.

**5) PUBLIC HEARING FOR SITE DESIGN REVIEW FOR PROPOSED COMMERCIAL DEVELOPMENT**

P41-2018, 31176 S. HWY 213

- Co-Chair Reynaga introduces the protocol for the quasi-judicial hearing and opens the public hearing for P41-2018.
- Co-Chair Reynaga asks if any staff has received a request for party status or if anyone in the audience has requested party status.
  - No.
- Staff report: CP Rodriguez overviews the report and states that the application has been submitted concurrently with a two-parcel partition that was approved May 2<sup>nd</sup> during the previous hearing. Summarizes the area surrounding proposed development and when notices went out/meetings happened.
  - Exhibits:
    - Exhibit A: ODOT recommendations
    - Exhibit B: Public works conditions
    - Exhibit C: Fire Marshall conditions
    - Exhibit D: Local Molalla wetland inventory
    - Exhibit F: Applicants compliance narrative
    - Exhibit G: ODOT recommendations (June 5<sup>th</sup>)
  - Finding/Conclusions: The applicant has met needed criteria, staff recommends the planning commission take filing action and approve site design for P41-2018 following conditions stated in staff report.
- PWD Fisher wants to amend a piece of exhibit B (1A.3) based off an email requesting a minor language change regarding the intersection at HWY 213 and Toliver. The applicant wants to change the language from requiring a traffic light to a traffic control device. PWD Fisher concurs with this language change because they do not yet know exactly what is needed at said intersection.

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- CP Rodriguez clarifies that the new language in the code referring to windows is about window tint not the numbers of windows on a building after commissioner Statter asks about it.
- Co-Chair Reynaga asks if the applicant or anyone wishes to comment.
- Craig Jenroy, project engineer for the developer, asks for clarification about the windows and safety measures inside the development.
- CP Rodriguez states that the applicant's sidewalks are up to specifications except the for needing striping on pedestrian crosses. He also states that they need a primary access facing the street as per Molalla code.
- Craig states that the flow and design of the store prevents this from being possible. He also reiterates his concerns about figuring out what traffic controlling device will need to be implemented.
- PWD Fisher states that all developments are required to do half street improvements and that his developments will require a left turn lane and some minor curb/bike lane adjustments.
- Craig agrees that improving their proportionate share of the road is fair and thanks the PC for listening.
- Co-Chair Reynaga asks if there is anymore public comment.
  - CP Rodriguez Clarifies language change in exhibit B and G.
  - Staff discuss whether or not to include the doors on the street facing portion of the building as per code or to make an exception.
  - Craig states his doors are as close to the front as he can get them without impairing the business.
  - CP Rodriguez states that the front access would only need to be an addition to the current primary access on the side of the store.
  - PC discusses striking the requirement for front facing doors.
- Co-Chair Reynaga asks for final comments/questions.
  - None.
- Co-Chair Reynaga closes the public hearing for P41-2018. Commission deliberates for a decision.
  - Consensus on striking condition for approval #7 (front facing doors in exhibit B) and language change in ODOT requirements (exhibit G).
- Commissioner Statter motions to approve site design review for P41-2018, pursuant to stated conditions. Seconded by commissioner Lumb, all aye, motion passes 7-0.

**Minutes of the Molalla Planning Commission Regular Meeting**  
**City Hall**  
**117 N. Ave, Molalla, OR 97038**  
**Wednesday, June 6th, 2018**

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**6) DISCUSSION ITEMS**

- Community Planner, Aldo Rodriguez – reminds the planning commission the importance of attending the planning commission meetings. Community Planner, Aldo Rodriguez – reviews important dates (June 20<sup>th</sup> plan zone conflict meeting) this summer that the planning commission must attend.
- July 18<sup>th</sup> joint session conflicts with meetings discussed.
- August 1<sup>st</sup> meeting with PC for approval of two master plans (waste water and citywide).
- August 22<sup>nd</sup> city council will adopt unless carried to a second meeting.

**7) REPORTS AND ANNOUNCEMENTS**

- PWD Fisher recommends the applicant (Craig Jenroy and other parties) look at the TSP and wastewater website before the next meeting and become familiar with their technical memos and information.

**8) ADJOURN**

Motion to adjourn made by PC Eaglebear. PC Statter seconded. Motion carried (5-0), all ayes.

\_\_\_\_\_  
Chair, Rae Lynn Botsford

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
Aldo Rodriguez  
Community Planner



Planning & Community Dev.  
117 N Molalla Avenue  
PO Box 248  
Molalla, Oregon 97038  
Phone: (503) 759-0219  
communityplanner@cityofmolalla.com

## **Findings & Decision – Proposed Comprehensive Plan Amendment & Zone Change**

**File No.:** P29-2018

**Parcel or Taxlot:** 52E09CD01406

**Address:** 31176 S Hwy 213, Molalla, 97038

**Applicant:** Hix Snedeker Development, LLC

**Owner:** HSC Molalla, LLC (Lindsay Gadd)

**Proposal:** A consolidated application including the following requests:

1. Comprehensive Plan Map Amendment from “Light Industrial” to “General Commercial”
2. A Quasi-Judicial Zone Change from M-1 (Light Industrial) to C-2 (General Commercial)

**Current Use:** Legal Non-Conforming Residence

### **1. Overview & Background**

Planning & Land Use Application P29-2018 proposes a re-zone and comprehensive map amendment located at 31176 S Hwy 213 in the City of Molalla. This application is submitted concurrently with a proposed development. The subject parcel is 8.75 +/- acres in size, and adequate infrastructure exists nearby to facilitate the proposed development. The parcel currently contains two buildings, and four accessory structures. The property currently zone light industrial zone and the property abuts General Commercial retail stores to the South and the Northern parcel abuts an Industrial zone. The access to the parcel will be located off Hwy. 213. The proposed zone change/comprehensive plan amendment will affect only parcel 1.

### **2. Public Notice**

- Notice was sent May 16, 2018 to all landowners within 300 feet of the parcel.

- Notice was placed on the City of Molalla Website on May 23, 2018 under the general news feed.
- Notice was sent to Oregon Department of State Lands (DLCD) on May 5, 2018.

### **3. Attachments & Exhibits**

Exhibit A: ODOT Recommendations

Exhibit B: Public Works Conditions

Exhibit C: Molalla Local Wetland Inventory, Pacific Habitat Services, 2001

Exhibit D: Letter of Concurrence from Department of State Lands

Exhibit E: Current City of Molalla Zoning Map

Exhibit F: City of Molalla Comprehensive Plan

Exhibit G: 2009 Winterbrook Employment Land Needs Analysis

Exhibit H: Applicants Compliance Narrative

Exhibit I: Updated ODOT Recommendations

### **4. Party Status & Public Comments:**

- Trey Jinright representing on behalf of the applicant JADE Consulting, LLC/Hix Snedeker Companies.

### **5. Procedural Findings:**

The application will be reviewed based on criteria set forth by the Molalla Municipal Code, section **17-4.6.030 Amendments to Zone Map or Code Criteria** —Approval criteria (in bold and italics), and Staff findings, are as follow:

**A. If the proposal involves an amendment to the Comprehensive Plan, the amendment must be consistent with the Statewide Planning Goals and relevant Oregon Administrative Rules;**

- i. Approval of the request is consistent with the Statewide Planning Goals; below are the applicable goals to this proposal.
  - a. **GOAL 1 – CITIZEN INVOLVEMENT** OAR 660-015-000(1) *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*
    - i. **Findings:** Notification for this proposal has been adequate. Posting of the public hearing on the City of Molalla website and in the local newspaper. Notice has

been mailed to all local landowners within 350 feet, any interested parties and Oregon Department of State Lands (DLCD).

- b. Goal 3: AGRICULTURAL LANDS OAR 660-015-0000(3)
  - i. **Findings:** The application does not have significant adverse effect on the agricultural lands. The proposed zone change is concurrently being reviewed with a commercial development. This proposed development, Tractor Supply Co., will support the surrounding agricultural and farming communities within Clackamas County. Agricultural farms such as nurseries and tree farms are abundant near the City of Molalla.
  
- c. GOAL 5 – NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES OAR 660-015-0000(5) *To conserve open space and protect natural and scenic resources.*
  - i. **Findings:** Open space requirements will be upheld as per the Molalla Development Code. The proposed development incorporates many natural elements in the design and the landscape design. As shown on the local wetland inventory (See exhibit C) a designated wetland exists on the property. In (Exhibit E) the applicant has attained the conditioned letter of concurrence from the Department of State Lands (DLCD). Any wetland mitigation will require a removal-fill permit pursuant to (DLCD).
  
- d. GOAL 6 – AIR, WATER AND LAND RESOURCES QUALITY OAR 660-015-0000(6) *To maintain and improve the quality of the air, water and land resources of the state.*
  - i. **Findings:** The proposed zoning change would increase the quality of air, water and land resources from its current zoning. Light Industrial Zones are subject to uses that tend to impact the surrounding environments. A General Commercial use would reduce those impacts. In addition noise pollution would likely decrease; which the manufactured home park located north of the property would benefit. The run-off water of the proposed development shall be mitigated pursuant to the City's Public Works Standards. Utilization of public sewer and the appropriate waste disposal facilities on-site will minimize impact on land quality. The riparian margin will assist in the protection of local waterways/wetlands.
  
- e. Goal 7 – AREAS SUBJECT TO NATURAL HAZARDS OAR 660-015-0000(7) *To protect life and property from natural disasters.*
  - i. **Findings:** The subject property, when developed with a commercial use, would not change the risk to residents as the current risk is minimal. The subject property has adequate access for emergency response vehicles. The main concern is flooding on this property with a creek tributary traveling through the southern portion of the parcel. Wide creek channels and established vegetation ensure flooding issues are mitigated to the highest degree. Hazardous on-site materials would be discouraged and only be viable through safe storage.
  
- f. Goal 9 – ECONOMIC DEVELOPMENT OAR 660-015-0000(9) *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.*

- i. **Findings:** The zone change would allow a commercial use on the property. A commercial property brings in a higher amount of taxes than most other zones/uses. The result of commercial development would alleviate the amount homeowners have to contribute to the City's budget. The proposed development, Tractor Supply Co., will allow local farmers to help sustain their local farms business with readily available resources. In addition Highway 213 does contain the appropriate public facilities to support this proposed development.
  - ii. Referencing the Employment Needs Analysis done in 2009 by Winterbrook Planning (Exhibit G). In the analysis it states the employment percent needs from 2010-2030 for commercial will be 68% compared to 32% for Industrial. It also states the current acreage supply for commercial is 52 compared to 160 for industrial. The data shows there is an abundance of industrial land and the projected employment will be lower than commercial. The zone change would allow an increase in the general commercial inventory and begin to accommodate the predicted growth of commercial employment.
- g. Goal 13 – ENERGY CONSERVATION OAR 660-015-0000(13) *To provide and encourage a safe, convenient and economic transportation system.*
- i. **Findings:** The parcel abuts Highway 213, which under the state's jurisdiction. With the proposed development Oregon Department of Transportation has reviewed and recommended conditions that will provide pedestrian and vehicles safety. Additional energy conservation will be implemented in Land Use Review.

**B. The proposal must be consistent with the Comprehensive Plan (the Comprehensive Plan may be amended concurrently with proposed changes in zoning);**

- i. Approval of the request is consistent with the Comprehensive Plan (see exhibit 4); below are the applicable sections of the Comprehensive Plan. The Molalla Comprehensive Plan is based on the Oregon Statewide planning Goals, thus many of the requirements exist in both documents. For this reason, Staff will discuss only the most pertinent portions of the Comprehensive Plan for this proposal.
  - a. Page 17, Water Resources Policies, number 8 states, "Development projects that may have an impact on natural resources areas as identified on the Local Wetland Inventory may shall be review by the Division of State Lands (DSL) for possible mitigation.
    - i. **Findings:** Planning staff did require the applicant to attain a concurrence letter from DSL. Any possible mitigation the applicant proposes shall go through DSL to insure the natural wild corridors and natural vegetation are maintained. The subject parcel meets this criteria for protected water resources as well as available adjacent lands.
  - b. Page 23, Natural Hazard Policies, number 4 states, "Limited development may be permitted on land within the 100-year floodplain, consistent with the City's floodplain regulations."
    - i. **Findings:** The subject parcel is not within a 100-year floodplain, and thus not considered within a natural hazard area per the Comprehensive Plan. The area

- i. **Findings:** The proposed development would increase the jobs in the City and would expand its inventory of community services available to the residents. This subject parcel meets this criteria.
- d. Page 33, Economic Development Policies, number 19 states, “The City shall encourage businesses that support the recreation concept and encourage all businesses to provide a choice of goods and services to the community.”
  - i. **Findings:** The proposed development would increase its services to the community. This criteria has been met.
- e. Page 71, Energy Conservation Policies, number 13 states, “Land use planning shall encourage the efficient use and re-use of buildable lands within the urban area.”
  - i. **Findings:** The zone change will allow for a re-use for commercial buildable land. The proposed development will be reviewed and encouraged to follow the energy conservation policies.

**The Planning Commission finds that this application is consistent with the Molalla Comprehensive Plan (amended 2014), and satisfies all applicable requirements.**

D. The amendment must conform to Section 17-4.6.050 Transportation Planning Rule Compliance. (Ord. 2017-08 §1)4. The change is in the public interest with regard to neighborhood or community conditions, or corrects a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application; and

- a. **Findings:** Attached (Exhibit A) and (Exhibit B) are the conditions/recommendations from ODOT and the City of Molalla Public Works Department. The conditions/recommendations will ensure the meet the transportation compliance policies. It is planning commission’s opinion that this change of zoning with the concurrent proposed commercial development is in the public interest due to the opportunities it creates for the community, the long-term employment opportunities created, visual improvement and net economic growth. The applicant has provided supplemental information about commercial demand in Molalla, and has held a community meeting with the affected surrounding property owners to voice any concerns or opinions.

The applicant requested to be able to discuss the conditions recommend in (Exhibit I) with ODOT. The applicant is willing to working with ODOT and would like time discuss the improvements placed on the development. The Planning Commission concurred with the request to strike the (Exhibit I) from the conditions.

5. The amendment conforms to applicable administrative rules of the Oregon Land Conservation and Development Commission, including the transportation planning rules. (Ord. 2010-15 §1; Ord. 2010-04 §1)

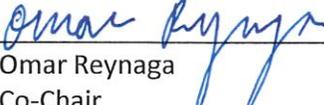
- a. **Findings:** The proposal and process related to administering the application meet all applicable Oregon DLCDC administrative rules.

## 5. Decision

Based upon the submitted materials and the findings of this report, the City of Molalla Planning Commission recommends the City Council **approve** application P29-2018 pursuant to the following conditions:

1. Approve planning permit P29-2018 to amend the comprehensive plan map and re-zone the proposed parcel 1 from M-1 Light Industrial to C-2 General Commercial.
2. The applicant shall abide by the Oregon Department of Transportation recommendations/standards.
3. The applicant shall abide by the conditions prescribe by the Public Works Department (Exhibit B)
4. The applicant shall be required to acquire any State or Federal permits applicable to this development.

DATED this 12 Day of July, 2018.

  
\_\_\_\_\_  
Omar Reynaga  
Co-Chair

  
\_\_\_\_\_  
Aldo Rodriguez  
Community Planner

#### **17-4.1.040 Type III Procedure - Appeals**

**Effective Date of Decision.** Unless the conditions of approval specify otherwise, a Quasi-Judicial Decision becomes effective 10 days after the City mails the decision notice, unless the decision is appealed pursuant to subsection D.

#### **Appeal Filing Procedure.**

- a. Notice of Appeal. Any person with standing to appeal, as provided in subsection D.1, may appeal a Type III Quasi-Judicial Decision by filing a Notice of Appeal according to the following procedures.
- b. Time for Filing. A Notice of Appeal shall be filed with the Planning Official within the timeframe specified on the Notice of Decision and consistent with ORS 197.195.
- c. Content of Notice of Appeal. The Notice of Appeal shall be accompanied by the required filing fee and shall contain:
  - (1) An identification of the decision being appealed, including the date of the decision;
  - (2) A statement demonstrating the person filing the Notice of Appeal has standing to appeal;
  - (3) A statement explaining the specific issues being raised on appeal; and
  - (4) If the appellant is not the applicant, a statement demonstrating that the appeal issues were raised during the comment period.

**Scope of Appeal.** The appeal of a Type III Quasi-Judicial Decision shall be a hearing de novo before the City Council. The appeal shall not be limited to the application materials, evidence and other documentation, and specific issues raised in the review leading up to the Quasi-Judicial Decision, but may include other relevant evidence and arguments. The hearing appeal body shall allow additional evidence, testimony, or argument concerning any applicable standard, criterion, condition, or issue.

#### **Final Date of Appeal:**

July 26, 2018

Please direct all questions to Community Planner Aldo Rodriguez:  
[communityplanner@cityofmolalla.com](mailto:communityplanner@cityofmolalla.com) or by phone at (503)-759-0219. A copy of the findings is available on the city website or by contacting Aldo.



# Oregon

Kate Brown, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8259

May 30th, 2018

ODOT #8025

## ODOT Response

<b>Project Name:</b> Molalla Farm Store (Tractor Supply)	<b>Applicant:</b> Trey Jinright, PE
<b>Jurisdiction:</b> City of Molalla	<b>Jurisdiction Case #:</b> P29-2018
<b>Site Address:</b> 3117 Hwy 213, Molalla, OR 97038	<b>Legal Description:</b> 05S 02E 07A <b>Tax Lot(s):</b> 00700
<b>State Highway:</b> OR 213	

The site of this proposed land use action is adjacent to OR 213. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

### COMPREHENSIVE PLAN AMENDMENT/ZONE CHANGE

#### COMMENTS AND FINDINGS

According to the Oregon Highway Plan, OR 213 is classified as a District highway with a .90 volume to capacity ratio as the mobility target for the intersection of OR 213 and Toliver Rd. The Traffic Impact Study (TIS) submitted with the application demonstrated that the proposed zone change from Light Industrial to General Commercial would have a significant effect on the OR 213/Toliver Rd intersection. The intersection of OR 213/Toliver Rd is identified in the current Transportation System Plan (TSP) for a project to add traffic control improvements such as a signal or a roundabout to meet the mobility target. The project is not financially constrained. The TIS proposes to mitigate for the significant effect by capping the number of trips generated from the site on the “reasonable worst” case trip generation based on the Light Industrial zoning. This approach proposes that the development of the site as a commercial use would not be able to generate more traffic than the uses allowed under the Light Industrial zoning designation. ODOT does not concur with the proposed “reasonable worst” case trip generation based on the Light Industrial zoning.

The City has indicated that they will not accept a trip cap as mitigation, therefore, ODOT recommends the applicant be required to construct the project identified in the TSP to improve mobility at the OR 213/Toliver Rd intersection.

ODOT has a current STIP safety project to identify safety and operational improvements at the intersection of OR 213/Toliver Rd. The outcome of this project will be design of a shelf ready project with detailed cost estimates for construction. The applicant should be required to construct the project outcome from the STIP project.

According to the TIS, the forecast total advancing and opposing volumes on the highway during the PM peak in 2020 is 1,436 vehicles per hour. Given the forecast traffic volumes on the highway are more than twice the threshold volumes for a left turn lane at 45 mph, the high speed of through traffic, the narrow shoulders in the area and the fact that the proposed access is within a top 10% SPIS site (based primarily to the crash history at Toliver Road), ODOT recommends a

left turn lane be required to be constructed on the highway at the proposed access to ensure the access can operate safely.

#### **RECOMMENDED LOCAL CONDITION OF APPROVAL**

- The applicant shall construct mobility improvements at the intersection of OR 213/Toliver Rd consistent with the Transportation System Plan. Improvements shall include installation of a new traffic control device such as a traffic signal or roundabout to improve safety and mobility at the intersection. The improvements shall be consistent with the STIP safety project for the OR 213/Toliver Rd intersection.
- The applicant shall construct a left turn lane on OR 213 into the site access.

#### **PROPOSED DEVELOPMENT**

#### **COMMENTS/FINDINGS**

Based on the Molalla Farm Store Transportation Impact Study (TIS), ODOT will be requiring the construction of a left turn lane on OR 213 at the proposed farm store access in conjunction with the required approach road permit application. According to the TIS, the farm store's anticipated left turn in volume at the access is 8 vehicles per hour during the PM peak period and the forecast total advancing and opposing volumes on the highway during the PM peak in 2020 is 1,436 vehicles per hour. The corresponding point is plotted on the attached left turn criterion graph. Although the anticipated left turn volume is less than 10 vehicles per hour, the corresponding advancing and opposing volume on the highway is more than twice the threshold volume for a left turn lane with a posted speed of 45 mph.

As noted on the ODOT's left turn lane criterion sheets, "(t)he (left turn lane) criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn." Given the forecast traffic volumes on the highway are more than twice the threshold volumes for a left turn lane at 45 mph, the high speed of through traffic, the narrow shoulders in the area and the fact that the proposed access is within a top 10% SPIS site (based primarily to the crash history at Toliver Road), ODOT has determined that requiring a left turn lane to be constructed on the highway at the proposed access is required to ensure the access can operate safely with the proposed shared access to serve both developments as indicated below. Therefore, ODOT will be requiring the left turn lane as a condition of the State Highway Approach Road Permit.

Additionally, according to Google Earth and our video-log, it appears there's a 40 mph sign facing southbound traffic at the existing access for the property. However, that sign is apparently in the wrong location. According to the attached speed zone resolutions, the point at which the speed zone changes from 45 mph to 40 mph is approximately 400' further south at MP 15.88. There's currently a 45 mph sign for northbound traffic at that location.

The applicant has indicated that the proposed access will be shared with the adjacent property to the south (or the southern half of the existing parcel, whichever is appropriate) and that a mini storage facility is being considered for that property. Development of the southern property is expected to increase the left turn demand at the access. It is recommended that the City, farm

store development and the property owner figure out a mechanism for the developer of the southern property to share in the cost of constructing the left turn lane.

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: Design Exception Requests may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

### **ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL**

#### Frontage Improvements and Right of Way

- 8ft sidewalk, curb and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- 4.5ft of right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **3 months** to transfer ownership of property to ODOT.

#### Access to the State Highway

- A State Highway Approach Road Permit from ODOT for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach is legal for the proposed use is required. Truck turning templates shall be provided as needed to ensure vehicles can enter and exit the approach safely. The applicant shall construct a left turn lane on OR 213 into the site access. Site access to the state highway is regulated by OAR 734.51. For application information go to <http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>.

Note: It may take **2 to 3 months** to process a State Highway Approach Road Permit.

- The applicant shall record cross-over access easements to the adjacent properties with state highway frontage with the County Assessor to facilitate future shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT Access Management Program goals.

Permits and Agreements to Work in State Right of Way

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: If a CIA is required, it may take up to **6 months** to process.

- Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, which states that local jurisdictions must enter into an Intergovernmental Agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

- An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

**ADVISORY INFORMATION**

Signs:

- Off-premises signs require a permit through the ODOT Outdoor Advertising Sign program (ORS 377.725). To determine whether or not a sign will be on or off premises contact Jill Hendrickson (ODOT Right-of-Way 503.986.3635).
- Private signs are not permitted in the state highway right of way (ORS 377.700-377.840).

**Please send a copy of the Notice of Decision including conditions of approval to:**

ODOT Region 1 Planning  
Development Review  
123 NW Flanders St  
Portland, OR 97209

[Region1\\_DEVREV\\_Applications@odot.state.or.us](mailto:Region1_DEVREV_Applications@odot.state.or.us)

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221

District Contact: Aref Bozorgnia	971.673.1268
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Based on a review of the materials submitted, Public Works has prepared the following comments for P29-2018. These comments are applicable to the subject application; any subsequent modifications may require amendments and/or additions.

**CONDITIONS**

1. Specific Requirements To This Site:

A. Transportation:

1. Applicant has provided a traffic impact analysis. Analysis shall meet all of the requirements by ODOT and the City prior to approval. Any improvements required by the development of the property that are not currently in place or in place at the time of development application will be required to be constructed under separate conditions of approval at the time of development application.
2. Hwy 213: Hwy 213 is an arterial under ODOT Molalla jurisdiction. Current right-of-way width is 60 feet and approximate pavement width is 28 feet. At the time of development application, applicant will be required under a separate condition of approval to construct frontage improvements in conformance with the Molalla Municipal Code and to the current Transportation System Plan standards at the time of application.
3. Right-of-way Dedications/Donations: If right of way dedication fronts streets under the jurisdiction of the City of Molalla, Applicant shall submit dedication on formats approved by the Public Works Department. On ODOT rights of way, applicant will be required to donate sufficient right-of-way along variable width improvements and construct sidewalk widening to ODOT standards. ODOT requires donations of right-of-way to follow the requirements of Chapter 5.322. Developer Mitigation Donation in the ODOT Right-of-Way Manual. Applicant is advised that donation must be completed and recorded prior to submission of final subdivision plat or final partition plat in order for Public Works to process plat documents.
4. Access to public streets shall be limited to the locations approved by ODOT and the City of Molalla and all accesses shall be constructed in such a manner as to eliminate turning conflicts. Access spacing shall conform to the Transportation Systems Plan. The proposed width of accesses shall meet ODOT requirements and the Molalla Standard Specifications for Public Works Construction.

B. Storm:

2

1. At the time of development application, applicant will be required under a separate condition of approval to meet all onsite stormwater quality and quantity requirements in conformance with the Molalla Standard Specifications for Public Works Construction.
2. Hwy 213: At the time of development application, applicant will be required under a separate condition of approval to meet all stormwater quality and quantity requirements in conformance with ODOT standards.
3. At the time of development application, applicant will be required under a separate condition of approval to extend, upsize, or improve stormwater facilities in compliance

with Molalla Municipal Code, the Molalla Standard Specifications for Public Works Construction, and ODOT standards.

C. Sanitary:

1. At the time of development application, applicant will be required under a separate condition of approval to extend, upsize, or improve sanitary sewer facilities in compliance with Molalla Municipal Code and the Molalla Standard Specifications for Public Works Construction.

D. Water:

1. At the time of development application, applicant will be required under a separate condition of approval to extend, upsize, or improve water facilities in compliance with Molalla Municipal Code and the Molalla Standard Specifications for Public Works Construction.

E. Parks:

1. There are no parks requirements as part of this application approval.

F. Franchise Utility Services:

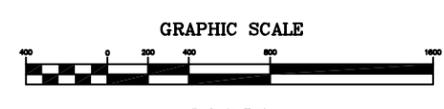
1. At the time of development application, applicant will be required under a separate condition of approval to extend, upsize, or improve franchise utility facilities in compliance with Molalla Municipal Code and the Molalla Standard Specifications for Public Works Construction. All utilities to the project shall be served underground services. No overhead crossings of public right of way shall be approved by the city.

G. Wetlands:

1. At the time of development application, applicant will be required under a separate condition of approval to complete a wetland inventory of the site and provide the City with a copy of the Department of State Lands concurrence along with any wetland protection, mitigation, or banking requirements.



T. 5 S. R. 2 W. W.M.



Funding for this project was provided by a grant from the Oregon Department of Land Conservation and Development.

LEGEND	
Project Boundary	Division of State Lands Determination
Watershed Boundary	Potentially Jurisdictional Wetland
Creeks/drainages	Access Denied
	On-site permission
	Wetland Code
	BC-7

**THIS MAP IS FOR PLANNING PURPOSES ONLY  
WETLAND BOUNDARIES ARE APPROXIMATE  
AND SUBJECT TO CHANGE**

Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmapped wetlands subject to regulation and all wetland boundary mapping is approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Division of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

DATE:	June, 2001
BASE MAP INFO:	Supplied by City of Molalla, Clackamas County ISGIS
JOB NO.:	2250

# MOLALLA Local Wetlands Inventory

Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 100  
Wilsonville, Oregon 97070  
Phone: (503) 570-0800



Sheet: 1  
of: 2



# Oregon

Kate Brown, Governor

May 8, 2018

HSC Molalla, LLC  
Attn: Ray Hix Jr.  
805 Trione Street  
Daphne, AL 36526

Re: WD #2018-0024 Wetland Delineation Report for a Proposed  
Commercial Development, Clackamas County;  
T 5S R 2E S 7A Portion of Tax Lot 700;  
City of Molalla Local Wetlands Inventory, Wetland BC-3B

Dear Mr. Hix:

The Department of State Lands has reviewed the wetland delineation report prepared by Turnstone Environmental Consultants, Inc. for the site referenced above. Please note that the study area includes only a portion of the tax lot described above (see the attached map). Based upon the information presented in the report, a site visit on April 5, 2018, and additional information submitted upon request, we concur with the wetland and waterway boundaries as mapped in revised Figure 6 of the report. Please replace all copies of the preliminary wetland map with this final Department-approved map. Within the study area, three wetlands (Wetlands 1 – 3, totaling approximately 1.878 acres) and a roadside ditch (Ditch 1) were identified. Bear Creek is also located on tax lot 700 but south of the study area boundary.

The wetlands and the segment of Ditch1 contiguous with Wetland 1 are subject to the permit requirements of the state Removal-Fill Law. The remaining segment of Ditch 1 located north of Wetland 1 is exempt per OAR 141-085-0515(10); therefore, is not subject to these state requirements. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in the wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will determine jurisdiction for purposes of the Clean Water Act. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include

**Department of State Lands**

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

FAX (503) 378-4844

[www.oregon.gov/dsl](http://www.oregon.gov/dsl)

**State Land Board**

Kate Brown

Governor

Dennis Richardson

Secretary of State

Tobias Read

State Treasurer

reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. Please phone me at 503-986-5232 if you have any questions.

Sincerely,



Peter Ryan, PWS  
Jurisdiction Coordinator

Approved by



Kathy Verble, CPSS  
Aquatic Resource Specialist

Enclosures

ec: Joe Bettis, Turnstone Environmental Consultants, Inc.  
City of Molalla Planning Department (Map enclosed for updating LWI)  
Dominic Yballe, Corps of Engineers  
Anita Huffman, DSL

## WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, call 503-986-5235 or go online at <https://apps.oregon.gov/DSL/EPS/program?key=4>.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279**. A single PDF of the completed cover form and report may be e-mailed to [Wetland\\_Delineation@dsl.state.or.us](mailto:Wetland_Delineation@dsl.state.or.us). For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

Contact and Authorization Information	
<input checked="" type="checkbox"/> Applicant <input type="checkbox"/> Owner Name, Firm and Address: Ray Hix, JR HSC Molalla, LLC 805 Trione Street Daphne, AL 36526	Business phone # (251) 243-0708 Mobile phone # (optional) E-mail: <a href="mailto:lindsay@hixsnedeker.com">lindsay@hixsnedeker.com</a> <i># Jennifer Nylander, <a href="mailto:jennifer@hixsnedeker.com">jennifer@hixsnedeker.com</a></i>
<input checked="" type="checkbox"/> Authorized Legal Agent, Name and Address (if different):	Business phone # Mobile phone # (optional) E-mail:
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.	
Typed/Printed Name: Ray Hix, JR Date: 1/16/2018	Signature: <i>[Handwritten Signature]</i> Special instructions regarding site access:
Project and Site Information	
Project Name: HSC Molalla	Latitude: 45.1546478° Longitude: -122.6031781° decimal degree - centroid of site or start & end points of linear project
Proposed Use: Commercial	Tax Map # 03_5s2e07A (portion of tax lot 700) Tax Lot(s) Tax Map # Tax Lot(s)
Project Street Address (or other descriptive location): 31176 S Cascade Hwy	Township 5 S Range 2 E Section 7 QQ NE/NE Use separate sheet for additional tax and location information
City: Molalla County: Clackamas	Waterway: River Mile:
Wetland Delineation Information	
Wetland Consultant Name, Firm and Address: Joe Bettis, Turnstone Environmental Consultants, Inc. PO Box 83362 Portland, OR 97283	Phone # (503) 283-5338 Mobile phone # (if applicable) E-mail: <a href="mailto:joe@turnstonenvironmental.com">joe@turnstonenvironmental.com</a>
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.	
Consultant Signature: <i>[Handwritten Signature]</i>	Date: 01/12/2018
Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent	
Wetland/Waters Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Study Area size: 4.89 Total Wetland Acreage: 0.24 <del>1.878</del>	
Check Applicable Boxes Below	
<input type="checkbox"/> R-F permit application submitted <input type="checkbox"/> Mitigation bank site <input type="checkbox"/> Industrial Land Certification Program Site <input type="checkbox"/> Wetland restoration/enhancement project (not mitigation) <input type="checkbox"/> Previous delineation/application on parcel If known, previous DSL #	<input type="checkbox"/> Fee payment submitted \$ _____ <input type="checkbox"/> Fee (\$100) for resubmittal of rejected report <input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee) DSL # _____ Expiration date _____ <input checked="" type="checkbox"/> LWI shows wetlands or waters on parcel Wetland ID code BC-3B (Molalla LWI)
For Office Use Only	
DSL Reviewer: <u>PEK</u> Fee Paid Date: <u>1 / 23 / 18</u>	DSL WD # <u>2018-0024</u>
Date Delineation Received: <u>1 / 17 / 18</u> Scanned: <input type="checkbox"/> Electronic: <input checked="" type="checkbox"/>	DSL App.# _____

WD2018-0024

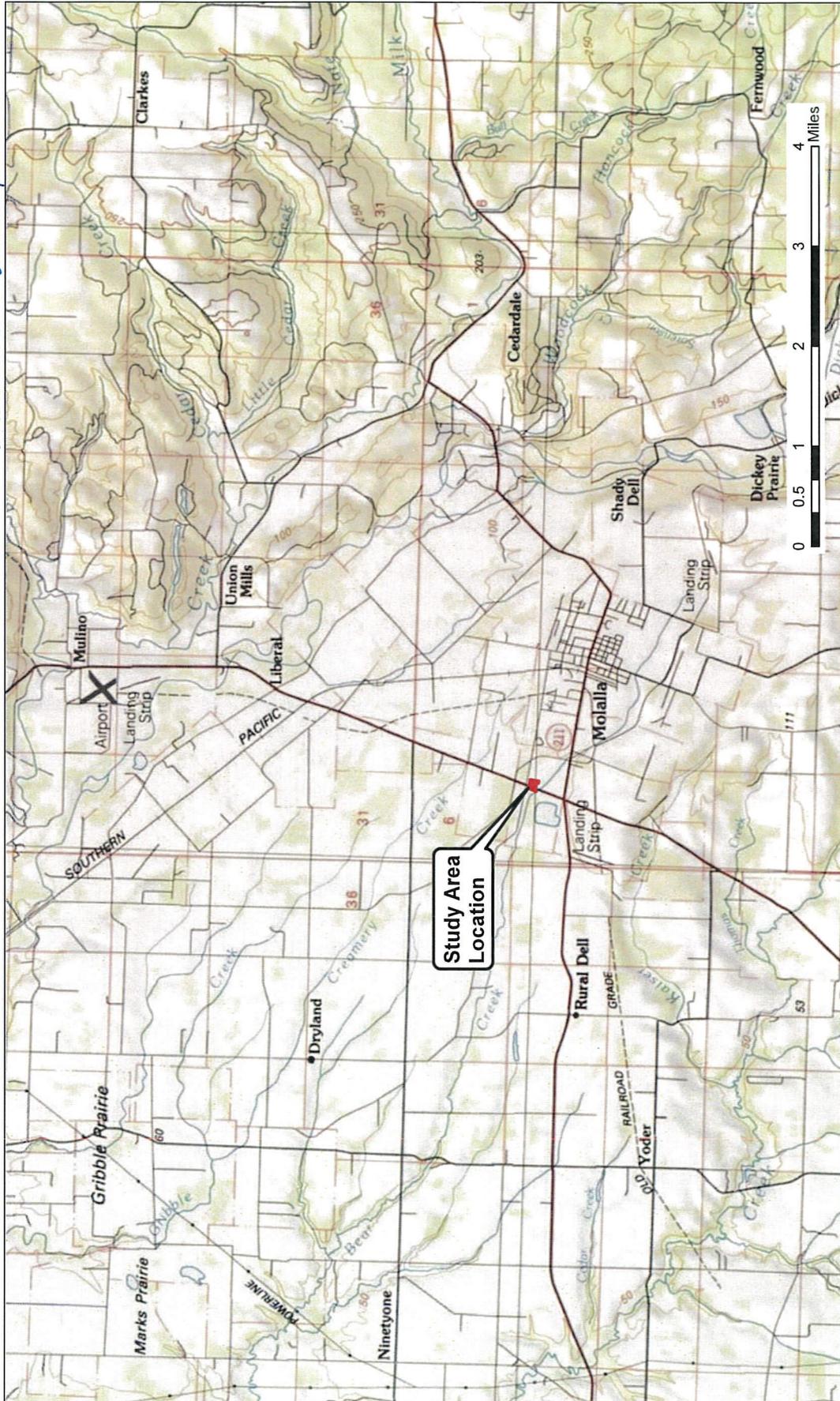


Figure 1:  
Vicinity Map

Legend

Study Area  
(4.89 acres)



**Jade Consulting**  
**Highway 213, Molalla**  
**Wetland Delineation**

Clackamas County, Or.

4/25/2018

Notes:

- 1. Basemap provided by USGS



WD 2018 - 0024



Notes:

- 1. Taxlot boundaries provided by Clackamas County, spatial accuracy is assumed to be 1 meter or less.
- 2. Aerial photo source: DigitalGlobe  
Photo Date: 7/14/2016

**Jade Consulting  
Highway 213, Molalla  
Wetland Delineation**

4/25/2018

Clackamas County, Or.

Figure 2:  
Tax Lot  
Map

Legend

- Study Area (4.89 acres)
- Tax Lot
- Boundaries



**Figure 6:  
Wetland  
Delineation  
Map**

**Legend**

**Sample Points**

- UPL
- ▲ WET

**Hydrology Wells**

- DRY
- WET
- ▲ Photo Points

Waterway Extends Outside Study Area

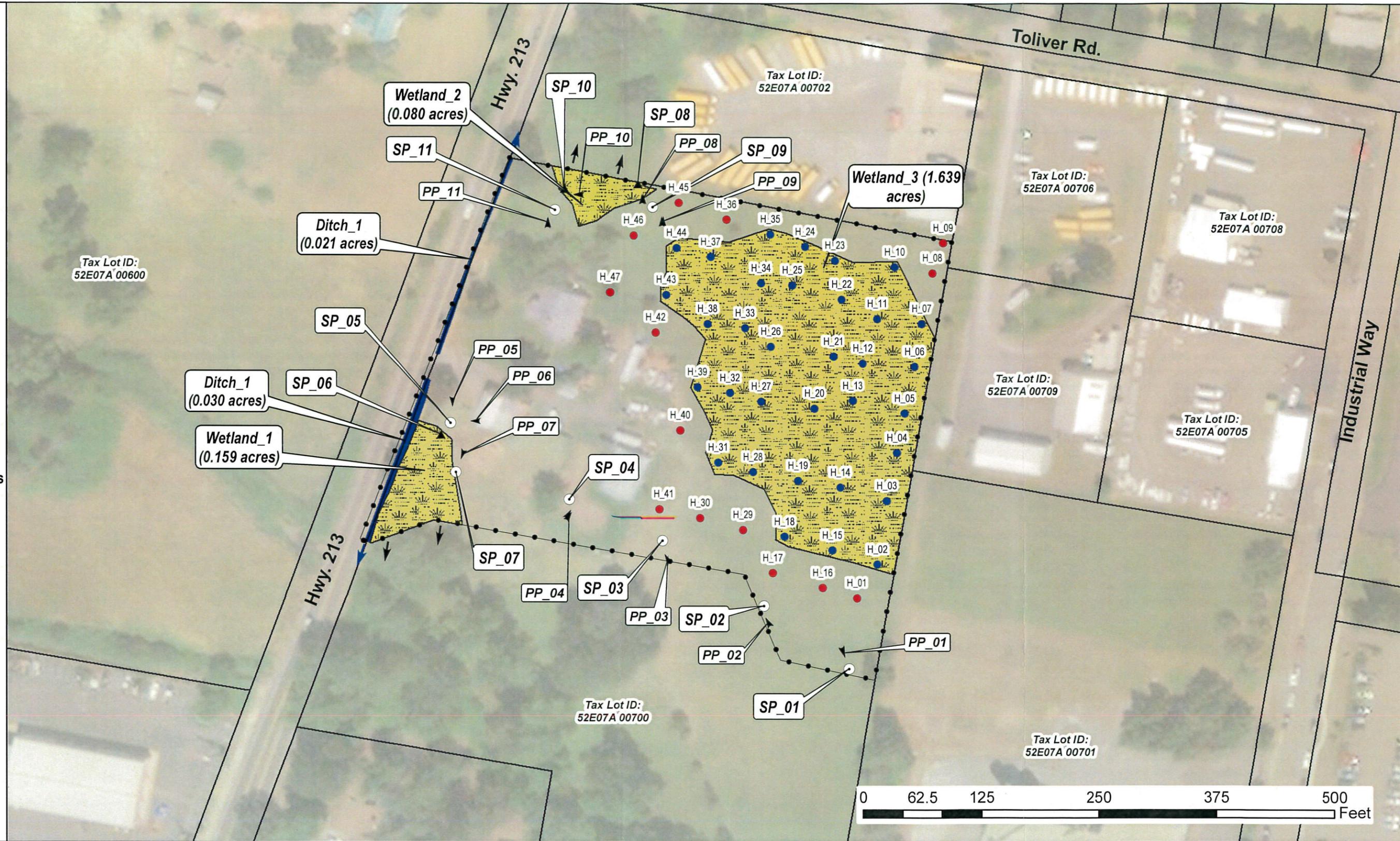
Wetland Extends Outside Study Area

Study Area (4.89 acres)

Tax Lot Boundaries

Wetland Area (1.878 acres)

Waterway Area (0.051 acres)



DSL WD # 2018-0024  
 Approval Issued 05/08/2018  
 Approval Expires 05/08/2023  
**Clackamas County, Or.**

**Jade Consulting  
Highway 213, Molalla  
Wetland Delineation**

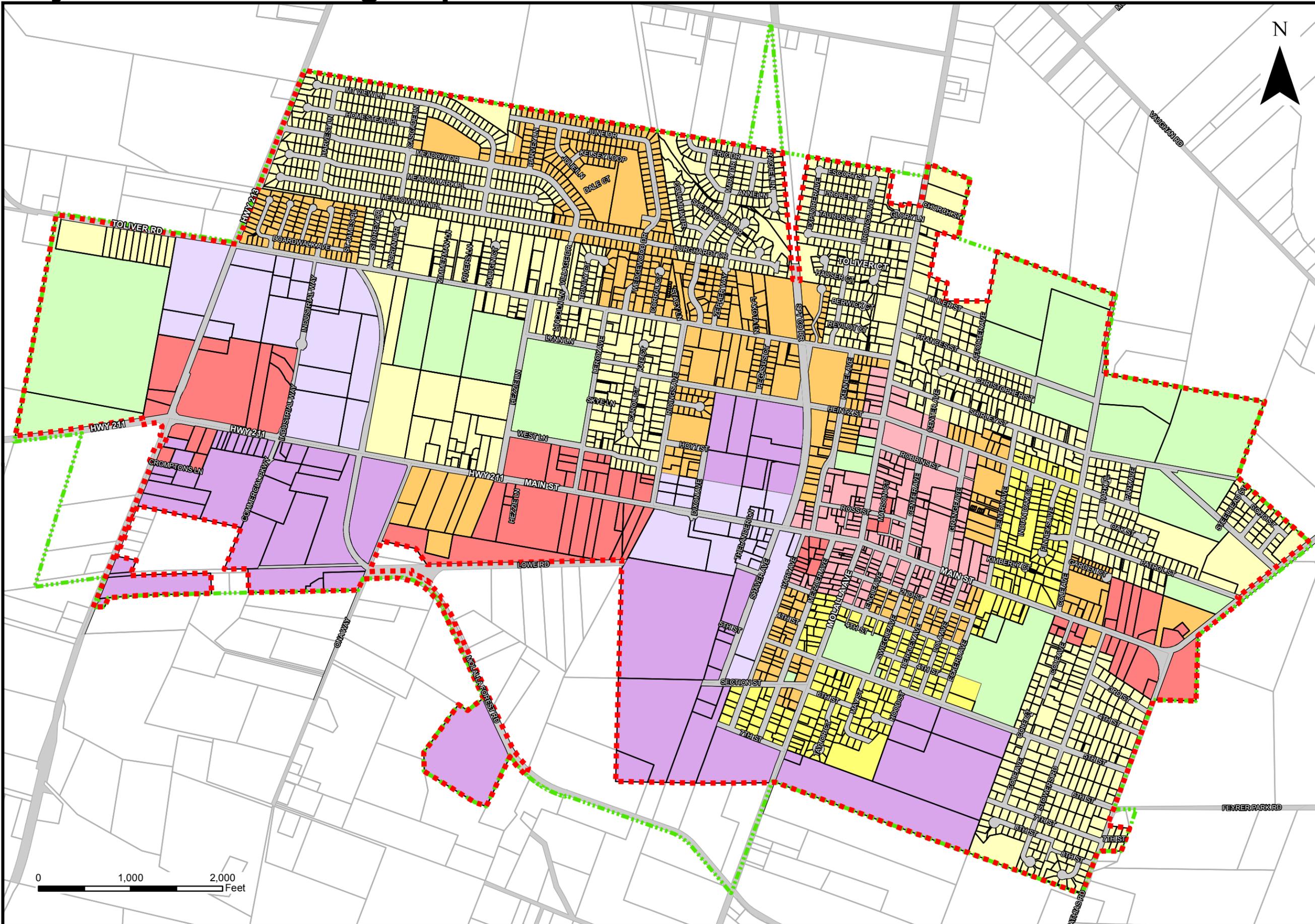
4/25/2018

**Notes:**

1. All wetland points and boundary features were collected with a resource grade GPS and have an accuracy of 1 meter or less.
2. Taxlot boundaries provided by Clackamas County, spatial accuracy is assumed to be 1 meter or less.
3. Aerial photo source; DigitalGlobe  
Photo Date: 7/14/2016



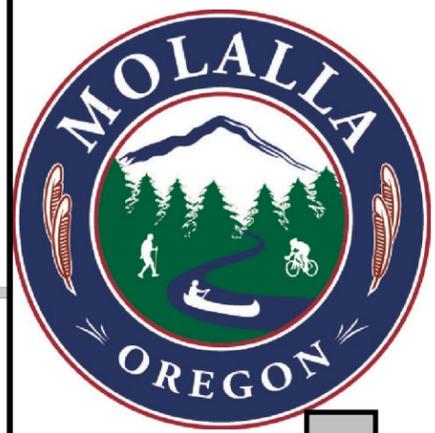
# City Of Molalla Zoning Map



- Zoning Districts**
- General Commercial (C-1)
  - Central Commercial (C-2)
  - Light Industrial (M-1)
  - Heavy Industrial (M-2)
  - Single Family Residential (R-1)
  - Two Family Residential (R-2)
  - Multi-Family Residential (R-3)
  - Public and Semi Public (PSP)

- Boundaries**
- City Boundary
  - Urban Growth Boundary

Scale = 1:12,000



**MOLALLA  
COMPREHENSIVE PLAN**

**Volume I**

**MOLALLA, OREGON**

**Volume I:**  
**MOLALLA COMPREHENSIVE PLAN**

City of Molalla

*Amended September 24, 2014*  
*Ordinance 2014-30*

Prepared by:  
**The City of Molalla Planning Department**

With advice from  
**Winterbrook Planning**

## ACKNOWLEDGMENTS

The following group of dedicated citizens gave several years of their time to help in the drafting of the Comprehensive Plan revisions for The City of Molalla. The City particularly appreciates the dedication and service of advisory groups and Molalla Planning Commission. Both groups worked beyond expectation to create a quality policy document that will carefully direct the community's land use and development. The City's appreciation extends to the local, state, and federal resource agencies who provided assistance and information, and to the many citizens and interest groups who participated in the public workshop process critical to the development of this plan.

### Advisory

#### Planning Commission

#### Professional Economic Development and Planning Services

- Winterbrook Planning (Portland, Oregon)
- Erik D. Hovee Associates (Vancouver, Washington)
- Cogan Owens Cogan (Portland, Oregon)

### Staff Support

#### City of Molalla Planning Department

#### City of Molalla Public Works Department

## VISION

The vision that informs the 2014 Comprehensive Plan is:

***“Molalla –  
A recreationally oriented and family friendly community  
with a vibrant downtown and livable neighborhoods”***

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# **PART I: MOLALLA’S COMPREHENSIVE LAND USE PLAN**

## **Molalla Comprehensive Plan Purpose and Organization**

The Oregon Legislature mandated Comprehensive Land Use Planning with Senate Bill 100 (ORS Chapter 197). Under ORS 197, the Land Conservation and Development Commission (LCDC) was created and directed to adopt Statewide Planning Goals and implementing “administrative rules” that establish a framework for local planning.

The Molalla Comprehensive Plan (“the Plan”) is intended to serve the principal policy document for land use within Molalla Urban Growth Boundary (UGB). It is intended to guide physical development of the City. The Plan is organized to reflect applicable Statewide Planning Goals. It includes a Land Use Plan Map and text. The text of the Plan is presented in five parts that provide a framework for land use decisions:

- **Part I: The Land Use Planning Process** (Statewide Planning Goals 1 – Citizen Involvement and 2 – Land Use Planning)
- **Part II: Open Space, Recreation and Community Livability** (Statewide Planning Goals 5 – Natural and Cultural Resources, 6 – Air, Land, and Water Quality, 7 – Natural Hazards, and 8 – Recreational Needs)
- **Part III: Economic Development and Housing** (Statewide Planning Goals 9 – Economic Development and 10 – Housing)
- **Part IV: Public Facilities and Transportation** (Statewide Planning Goals 11 – Public Facilities and Services, and 12 – Transportation)
- **Part V: Urban Form and Growth Management** (Statewide Planning Goals 13 – Energy Conservation and 14 – Urbanization)

**Volume I of the Plan includes background text, goals, policies and implementation measures:**

- **Goals** state the general land use direction to which the City and County are committed.
- **Policies** are mandatory and must be addressed when making major land use decisions, such as comprehensive plan map amendments or zone changes.
- **Implementing measures** offer specific but discretionary steps to carry out plan policies.

The Plan is supported by Background Documents and is implemented by Functional Plans, Community Plans and the Molalla Development Code (Titles 16 & 17 of the Molalla Municipal Code). The Plan also includes a Land Use Plan Map with general land use designations that control how land will be used over the 20-year planning period for the entire area within the Urban Growth Boundary (UGB). The City Zoning Map must be consistent with Land Use Plan Map and identifies which zoning districts apply to development within the City Limits. The Clackamas County Zoning Map determines how land can be used on an interim basis until it is annexed to the City in compliance with the city’s Plan.

The Plan Map illustrates the general land use concepts presented in the text of the Plan. The Plan Map shows the type, location and density of land development and redevelopment permitted in the future.

The Land Use Map of the Comprehensive Plan shows land designated for Public, Industrial, Commercial, and Residential use. However, the Plan text recognizes that certain combinations of uses can be beneficial and, therefore, language in the text provides for a mixing of those combinations through a Planned Development Review process. When interpreting the intent of the Plan, the text supersedes the map in the event of a conflict.

### ***Supporting and Implementing Documents and Plans***

The Comprehensive Plan is supported by a series of Background Documents, Functional Plans and Community Plans. Community Plans and Functional Plans may be initiated by the City Council or Planning Commission at any time in response to community needs.

- **Background Documents** – Volume II
- **Functional Plans** – Volume III
- **Community Plans** – Volume IV
- **Implementing Measures** – Volume V

### ***Volume II: Background Documents***

Background documents provide the factual and analytical basis for the goals, policies and implementing measures found in the Comprehensive Plan, but are not policy documents in themselves. The numbers and analysis found in background documents are expected to change over time. For example, the Buildable Lands Inventory will be updated regularly as land develops within the UGB. Therefore, periodic updates to these documents do not require an amendment to the Comprehensive Plan.

#### **List of Background Documents**

- A. *Molalla Economic Profile* (E. Hovee, 2004)<sup>1</sup>
- B. *2009 Employment Land Needs Analysis* (Winterbrook Planning, 2009)<sup>1</sup>
- C. *City of Molalla Residential Land Needs Report* (Winterbrook Planning, 2009)<sup>1</sup>
- D. *Buildable Lands Inventory Methods and Maps for Molalla UGB* (Winterbrook Planning and the City of Molalla, 2007)
- E. *Downtown Molalla Development & OR 211 Streetscape Plan* (Cogan Owens Cogan, 2007)

---

<sup>1</sup> Please note: For this Comprehensive Plan, changes may have been made to the calculations shown in these reports to reflect the need for the City of Molalla to use the 20-year coordinated population forecast, per ORS 195.036) and OAR 660-024-0030. Relevant conclusions from these reports remain valid.

- F. *City of Molalla Local Wetlands and Riparian Inventories* (Pacific Habitat Services, 2001)
- G. *Capital Improvements Plan Summary Findings and Recommendations* (City of Molalla, 1999 - 2004)
- H. *Clackamas County Rural Cities Population Coordination Background Report and Forecasts* (Clackamas County, March 2013)

### **Volume III: Functional Plans**

#### **Description**

City Functional Plans further implement the Comprehensive Plan policies and recommendations regarding specific topic areas of interest or concern to the City. Functional Plans may include, but are not limited to, parks and recreation, housing, open spaces, natural resources development and conservation, historic resources, culture and the arts, economic development, environmental quality and other topic areas or elements addressed in the Comprehensive Plan. City Functional Plans are prepared from time to time in response to community needs and are intended to guide the development and implementation of related functional programs or activities conducted by City agencies.

The *Molalla Transportation System Plan* (TSP) and the *Molalla Public Facilities Plan* (PFP) are considered part of the Comprehensive Plan. The TSP includes street classifications, policies and standards related to transportation improvements. The PFP identifies the timing, location and general cost of sanitary sewer, water and storm drainage projects necessary to support planned development within the UGB. Both the TSP and PFP must comply with State statutes and regulations relating to portions of public facility plans required to be included in the Comprehensive Plan. Those portions of public facility plans required to be included in the Comprehensive Plan shall be adopted by ordinance as major plan amendments to the Comprehensive Plan Text or Land Use Map.

Master plans for sanitary sewer, parks, water, schools, storm drainage, airport, and transportation also support the goals, policies and implementing measures found in the Comprehensive Plan but are not policy documents in themselves. The projects, cost estimates, timing and funding sources found in public facilities plans are not intended to function as plan policies, unless explicitly adopted as part of the Comprehensive Plan. Such master plans typically are “accepted” by the City Council, but are not necessarily adopted by the City Council or County board. Public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to master facilities plans are not considered amendments to the Comprehensive Plan itself and their projections for growth and development are not limiting or overriding.

## List of Functional Plans

- A. *Molalla Public Facilities Plan* (City of Molalla, 2007)
  - *Molalla Wastewater Facility Plan* (Tetra Tech / KCM, 2000)
  - *Molalla Water System Plan* (EAS Engineering, 1996)
  - *Molalla Storm Water Master Plan* (2007)
- B. *Molalla Transportation System Plan* (Kittelson, 2001)
- C. *Molalla Parks, Recreation, and Trails Master Plan* (City of Molalla, updated August 2014)
- D. *Molalla School District Facilities Plan* (2007)

## Volume IV: Community Plans

A “community plan” means any plan, planning document or coordinated set of planning policies which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific geographic area of the City. A community plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. A community plan may contain a map, policy statements and recommendation relating to development densities, public facility and utility improvements and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. A community plan must be consistent with the Comprehensive Plan.

Community plans shall be adopted by the City Council as major plan amendments to the city’s comprehensive plan text or land use map as applicable. The City currently has no adopted Community plans

## Volume V: Implementing Measures

### List of Implementing Measures

#### A. *Molalla Development Code*

Molalla Development Code (MDC) contains zoning designations, development standards and land use decision-making procedures for implementing the Molalla Comprehensive Plan, functional plans and community plans. The MDC will be amended to implement the policies of the Plan in Phase II of the 2006-2014 growth management process. The MDC consists of two basic parts:

- A map of the zoning districts as they are assigned to lands within the City.
- Text that spells out in detail the standards of each zoning district and related review and amendment procedures.

Since the development code is the primary implementation tool of the Comprehensive Plan it must reflect the land use designations and policies set down by the Plan. Further, it must deal with those specific items which the plan is not intended to deal with such as permitted and conditional use, minimum lot sizes, yard setbacks, parking, and other special requirements

### *B. Molalla Public Works Design Standards*

The Molalla Public Works Design Standards are being developed and will be incorporated into the Molalla Development Code when they are completed.

### *C. Molalla Capital Improvement Program*

Molalla is developing a capital improvement program for all categories of public improvements. Like the Public Works Design Standards, it is anticipated that the capital improvement program will be incorporated into the Molalla Development Code upon completion. However, as a financial planning and implementation program, elements of the capital improvements program, in particular those portions that implement the City's System Development Charges (SDC's), may be added to the Molalla Municipal Code chapter regarding financial administration.

### *D. Intergovernmental Agreements*

Clackamas County is a partner in the successful implementation of Molalla Comprehensive Plan. Since Clackamas County retains jurisdiction over unincorporated areas within Molalla UGB until land is annexed to the City, the City Council and County Board have adopted an intergovernmental agreement that spells out roles and responsibilities for land use review and decisions within the Molalla UGB. The City may also enter intergovernmental agreements with other partners in land use planning, such as the Oregon Department of Transportation (ODOT).

## ***Geographical and Historical Context***

The City of Molalla is a fast growing rural community located in the southwest section of Clackamas County. Molalla is approximately 14 miles south of Oregon City via State Highway 213, approximately 25 miles northeast of Salem, and approximately 27 miles southeast of Portland. The terrain in the study area is level to gently sloping. The highest point within the City Limits is 371 feet elevation. The surrounding area around Molalla is generally used for agricultural purposes. The Molalla River is located about a mile east of the city's current urban growth boundary (UGB).

William Russell took up the first land claim in 1840. The fertile soil, ample water and rich grasses of the Willamette Valley soon lured other settlers to follow. Soon the land, once the favorite hunting ground of the Native American, was under cultivation. Ten years later on April 9, 1850, the first post office was established near the present site of Liberal, approximately three miles to the north of the City. The post office was discontinued at Liberal in 1851. Records do not give the exact location, but it is assumed on December 7, 1868 the Post Office was reestablished in Molalla.

Legend has it that two pioneer trails, east-west and north-south, met at the present intersection of Molalla Avenue and Main Street, and naturally by 1856 Molalla was a thriving agricultural center with the first school and a general store opening a year later. Molalla developed rapidly as an important trade center and later, as a lumber-manufacturing town.

The year 1913 seemed to be the magical year for Molalla; the first railroad, the Willamette Valley Southern, steamed through town. With the railroad came a new post office, a new school, and the first weekly newspaper. The first Molalla Buckeroo was held in 1913, the year the City incorporated.

The name “Molalla” has had many different spellings over the years, and there are a number of theories as to its origin. William Hatchette “Uncle Billy” Vaughan, a pioneer of 1885, claimed that the name originated from two Chinook Indian words, “moolek” for elk and “olilla” for berries, both plentiful in the mountain region during that time. Whatever the case, the 27 different spellings have evolved into one and the community has settled on the spelling “Molalla”.

Molalla has a temperate maritime climate with dry, moderately warm summers and wet, mild winters. The prevailing winds are from the west and northeast in the summer and from the south and the southwest in the winter. Periods of easterly winds bring cold, clear weather in winter and exceptionally dry, hot weather in the summer. About 60 percent of the annual precipitation occurs from November through February while only about 10 percent occurs from June through September. In winter temperatures below 10 degrees and summer temperatures above 100 degrees are rare. Snowfall records are not kept for Molalla, however Salem is the nearest City where records are kept, and averages 6.2 inches of snow per year.

Molalla has been blessed with a wealth of local and regional recreation opportunities which enrich the City’s livability and desirability. The City, County, State and the local school district all contribute to the provisions of parks, recreational facilities, and activities in and around Molalla. The City’s proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30-40 minute drive. The ocean beaches, Mt. Hood and other Cascade Mountains, rivers, lakes and campgrounds, all within a two hour drive, afford the citizens of Molalla an abundance of recreational activities.

## **GOAL 1: CITIZEN INVOLVEMENT**

The purpose of Statewide Planning Goal 1 - Citizen Involvement is:

***To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.***

### ***Background***

Statewide Planning Goal 1 requires cities and counties to adopt and publicize a program for citizen and agency participation in “all phases of the planning process”. The citizen involvement program should be appropriate to the scale of the planning effort and provide information that enables citizens to recognize and comprehend the issues. The City has long recognized the importance of citizen involvement in the land use planning and decision-making process. The following goals, policies, and implementation measures provide support and guide future citizen and agency involvement in the Molalla planning process.

### ***Citizen Involvement Goals and Policies***

#### **Molalla Citizen Involvement Goal:**

***Encourage and provide means for interested citizenry and affected governmental agencies to be involved in all phases of the land use planning process, on individual cases and city-wide programs and policies.***

#### **Citizen and Agency Involvement Policies**

1. The City of Molalla shall assign the Molalla Planning Commission as the officially recognized Citizen Advisory Committee (CAC).
2. The City shall coordinate with County and State agencies with an interest in Molalla’s planning programs and policies.
3. The City shall keep copies of the Comprehensive Plan, the City’s land use code, adopted Community Plans and Functional Plans on file at City Hall for inspection by the public.
4. Copies of adopted plans shall be provided to the public and affected agencies at a reasonable cost.
5. The City shall provide for a wide range of public involvement in City planning programs and processes. The City should:
  - 5.1. Provide user-friendly information to assist the public in participating in City planning programs and processes, including available sources of media ranging from television (when available and free), radio (when available and free), Internet, newspapers, mailings, and meetings to provide for the highest involvement from citizens.
  - 5.2. Provide information for public review while it is still in “draft” form, thereby allowing for community involvement before decisions are made.

- 5.3. Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes.
- 5.4. Provide data to interested citizens in non-technical and understandable terms.
- 5.5. Adopt procedures to allow interested parties reasonable access to information on which public bodies will base their land use planning decisions.
- 5.6. Provide data in a manner that is simple enough to give the public an opportunity to understand the issues. This includes technical data submitted by other parties.
6. The Planning Commission may hold periodic public meetings to discuss planning issues and projects of special concern to the City.
7. To maintain the qualifications to act as the CAC, the Planning Commission should schedule public hearings/meetings to carry out its responsibilities as the CAC.
8. The Planning Commission may conduct informal work sessions where necessary to engage the general public in an interactive discussion. These sessions may provide an open and informal exchange of ideas among the members of the general public and the Planning Commissioners. Such meetings may occur at a minimum of two times a year. If scheduled, the City will provide notice of such meetings in the local paper at least two weeks prior to the meeting.
9. In preparing public notices for Planning Commission meetings, staff will clarify the type of meeting to be held. These meetings should be identified by date, time, place, and topic so interested citizens can participate.
10. Draft documents shall be distributed to all agencies and utilities requesting comments. Comments shall be considered by the City and kept on file. Elements of this plan shall be coordinated with State, County and local agencies, which have an interest.
11. The Planning Commission and the City Council should establish and maintain an effective and continuing communication and dialogue with the various segments of the community on the Comprehensive Plan, Plan implementation measures, Community Plans, Functional Plans and City programs that implement the Comprehensive Plan.
12. The Planning Commission and City Council should hold a minimum of two joint meetings per year where the public may attend to ask questions.
13. At the onset of the citizen involvement program, the governing body should clearly state the mechanism through which the citizens will receive a response from the policy-makers.
14. Comments and recommendations resulting from the public involvement programs established for major and minor revisions of the Comprehensive Plan, City's Development Code, adopted Community Plans and Functional Plans should be collected and summarized by staff.
  - 14.1. Copies of the summarized comments will be made available for public review at the City Planning Department.
  - 14.2. Planning Commission recommendations and City Council decisions on major and minor revisions to the Plan, Community Plans, and Functional Plans and the rationale relied upon by policymakers to reach such recommendation and decisions should be made available to the public in the form of a written record.

- 14.3. The City should assure that recommendations relating from the citizen involvement program are retained and made available for public assessment. Citizens who have participated in this program should receive a response from policy makers.

## GOAL 2: LAND USE PLANNING

The purpose of Statewide Planning Goal 2 – Land Use Planning is:

***To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.***

### ***Background***

Molalla began its first comprehensive planning process in 1975 by forming a citizens' advisory committee (CAC). By 1980, the CAC completed Molalla's first Comprehensive Plan that was generally consistent with the statewide planning goals adopted by the Oregon Land Conservation Development Commission (LCDC). Many notices and articles were published to provide citizens an opportunity to assist in the preparation of the Comprehensive Plan. Since that time, the Molalla Comprehensive Plan has guided growth and development in the City.

Molalla's 1980 Comprehensive Plan was adequate for its time. In 2002, the City determined a major revision to the Comprehensive Plan was necessary to address rapid population growth, changes to the City's economic base, and the City's recreation-based and family-oriented identity.

Over the last decade, the City has:

- Conducted extensive reviews of the Molalla Comprehensive Plan and Development Code;
- Prepared a detailed economic analysis ;
- Conducted a residential land needs analysis and buildable lands inventory;
- Prepared a Downtown Plan
- Prepared and updated a Parks & Recreation Plan;
- Held a number of Planning Commission meetings.

The City is now completing adoption of this document (the 2014 Molalla Comprehensive Plan), extensive revisions to the Molalla Development Code and a new Parks and Recreation Master Plan. The first phase of a two-phased comprehensive planning process:

Phase 1 includes adoption of this document (The 2014 Molalla Comprehensive Plan) and the adoption of the Parks and Recreation Plan.

Phase 2 includes an assessment and possible expansion of the City's 20-year Urban Growth Boundary (UGB) and adoption of:

- Extensive revisions to the Molalla Development Code; and
- Revisions to the Molalla Transportation Systems Plan.

The updates will provide for the coordination of both the growth and development projections and timing of facility expansions.

## **Population Projection**

Population projections serve several purposes. First they allow cities to estimate the amount of public infrastructure capacity that will be necessary to serve city residents. This ensures that cities have sufficient public facilities, such as sewer, water and transportation to accommodate projected growth. These facilities require a substantial public investment and it is essential to have a reasonably accurate demand forecast.

Next, projections allow cities to develop estimates of how much housing, park, school, institutional, commercial, and industrial space will be needed over the planning period. These estimates in turn allow for a determination of how much land will be needed to accommodate that growth. Finally, the amount of land needed for growth can be compared with the City's buildable lands inventory to determine whether sufficient land is available to accommodate 20 (or more) years of growth.

## **Historic Population Trends**

Based on the 2010 US Census, Molalla is a city of approximately 8,100 residents. Molalla's economy was hurt by the decline in the timber industry, which remained the mainstay of the community's economy until the 1980s. In recent years, the city has been making efforts to diversify its economic base with new manufacturing and commercial investments and creating an Enterprise Zone to encourage more economic development. Tourism is playing an increasing role in the city's economy as well.

Despite recent economic difficulties, Molalla remains an attractive location to reside. Molalla is near recreational activities and it has largely become a bedroom community to the Portland and Salem areas.

Population growth has been strong in Molalla, averaging 4.0% annually over the last 20 years, slightly higher than the 50 year average of 3.4% annual growth. The population increased steadily from 1970 to 2000, averaging approximately 70 persons per year. Population increases jumped from 1990-2010, averaging around 200 persons per year. Based on building permit data (Table 4), this jump in population growth may be largely due to the housing boom from 2000 to 2007, with an average of 72 new permits issues each year. In the latter part of the last decade, building activity declined dramatically, with an average of only 18 new permits issued annually from 2008 to 2010. Molalla also has a low supply of developable residential land, however, which could be exacerbating this slowdown.

## **20-Year Coordinated Population Forecast**

In order to maintain and update Comprehensive Plans and urban growth boundaries (UGBs), a "coordinated" population projection is required by ORS 195.036. Population projections must be coordinated by the designated coordinating agency, Clackamas County.<sup>2,3</sup>

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<sup>2</sup>Note: Under House Bill 2254, the State legislature in 2013 changed the rules for coordinated population projections. These new rules will become effective Jan 1, 2015 and requires that population projections be completed and coordinated by the Portland State University Population Resource Center.

In 2013, Clackamas County adopted 20-year coordinated forecasts for its five rural cities (Barlow, Canby, Estacada, Molalla and Sandy). This forecast was completed over a year-long process of analysis and coordination in which staff from the City of Molalla participated. The adopted forecast for Molalla takes into account historic growth trends in the city, as well as factors that are expected to affect future growth both positively (i.e. efforts to attract more business investment and recent increases in home-building activity and interest from developers) and negatively (i.e. potential limitations in the water supply in the future and relatively few jobs and retail opportunities currently)

**Historic and Projected Growth, City of Molalla**

Year	Population	AAGR	Avg. annual increase
1960	1,501		
1970	2,005	2.9%	50
1980	2,992	4.1%	99
1990	3,683	2.1%	69
2000	5,738	4.5%	206
2010	8,108	3.5%	237
2032 (adopted)	12,760	2.0%	212
<b>2035</b>	<b>13,400</b>	<b>2.0%</b>	<b>212</b>

*Source: US Census & Metro & Clackamas County*

Extrapolating from this forecast for the 20-year planning horizon of 2014-2034, as specified for this Comprehensive Plan, the City of Molalla (UGB) is projected to contain approximately 13,130 people in 2034. This means the City must plan for a net growth of approximately 4,340 new residents, or roughly 1,530 households over the next 20 years.

The further out a population projection goes, the less reliable it becomes. This is especially true for smaller jurisdictions, where events such as the gain or loss of a single large industrial employer can have significant impact on the area population, and development of a large subdivision will comprise a substantial portion of the City’s projection. Lifestyle and migration patterns, key components of population growth, are logically less clear as we look into the future. As such, it is important for the city to monitor actual population growth, so that they may adjust and modify plans and projections to account for variances.

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<sup>3</sup> The urban cities in Clackamas County are part of Metro (the Metropolitan Service District), which is responsible for coordinating population forecasts within its boundary. Until the changes in HB 2254 take effect, Clackamas County is the coordinating body for the rural area of the County (the area outside the Metro boundary), including the five rural-area cities.(see note 2)

## ***Comprehensive Plan Revision and Interpretation***

Comprehensive plans or maps must adjust to changing attitudes and desires, economic and social conditions, and technology. The City expects to review the Comprehensive Plan every 5-10 years, to ensure the Plan remains up-to-date and in a workable framework for development. If changing conditions indicate that review of the Plan's Goals and Policies are warranted, the Planning Director, City Council, or Planning Commission may initiate modifications at any time. Any citizen or group may file the appropriate paper work and pay the appropriate fees to apply for a Pplan amendment. The City shall review proposed plan amendments as received. An assessment and/or expansion of the city's Urban Growth Boundary may only be initiated by the City Council.

Once public hearings before the Planning Commission and the City Council have been concluded and the Plan has been officially adopted, the Plan becomes the official policy statement of the City Council of the City of Molalla. The City will interpret the standards and requirements of either the text or maps of the Comprehensive Plan pursuant to the adopted process. The City Council shall have final authority for the interpretation of the text and/or the map when such matters come before the City Council for consideration.

### **Major and Minor Plan Amendments**

All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances. Major and minor plan amendments are described below:

- A **major amendment** means any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission. A "major change" is one that refines, amends, or changes both the plan text and map, has an effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to plan amendments that incorporate community plans as part of the Comprehensive Plan or use portions of the public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11.
- A **minor amendment** means change to the Comprehensive plan, which is not a major plan amendment. Minor plan amendments include all quasi-judicial, site-specific amendments to the Comprehensive Plan Map.

### ***Jurisdictional Boundaries and Urban Growth Management***

The Molalla Urban Growth Boundary (UGB) contains land under both City and County jurisdiction. The establishment and change of the UGB is a joint process that requires approval from both the Molalla City Council and the Clackamas County Board of Commissioners. To ensure consistency, the City and County coordinate efforts to manage all lands within these boundaries. The policy document used for this purpose is the "Urban Growth Management Agreement."

Molalla has land use decision making authority within the Molalla City Limits. Annexation to the City is required to access urban services necessary to support urban levels of development. The City's intent is

maintain an adequate supply of buildable and serviceable land within the City Limits to ensure that there are choices in type, location, and density or intensity of residential, commercial, industrial and public facilities development.

Clackamas County is responsible for making land use decisions outside the City Limits but within the Urban Growth Boundary (UGB). The City intends to update its Urban Growth Management Agreement (UGMA) with Clackamas County, as needed, regarding the preparation of long range plans for the properties within Molalla's UGB and outside the City limits. The City may participate in the land use planning decisions of nearby jurisdictions that may have an effect on Molalla.

### ***Planning Process Goals***

- To comply with the Statewide Planning Goals and ensure that changes to this Plan comply with these goals.
- To participate with other jurisdictions and special districts to ensure appropriate land use and related issues are coordinated.
- To ensure that, to the extent possible, land use reviews minimize cost and delay in administration.
- To implement the community vision through the comprehensive planning process.

### **Periodic Review**

Pursuant to ORS 197.629, the City Planning Commission, with the assistance from the Planning Department, may review the Comprehensive Plan and initiate major or minor revisions of the plan in order to address city wide or community needs. As part of this responsibility, the Planning Commission may schedule and conduct a biennial public plan review process to consider requests for plan revisions from any property owner, city agency, government agency, or business or community organization.

### ***Planning Roles***

The following describes the roles of the Planning Director and Planning Commission:

- The **Planning Director** shall keep copies of the Comprehensive Plan, the city's Development Code, adopted Community Plans and Functional Plans on file at city hall and at all branches of the city library for inspection by the public. The Planning Department shall notify citizens and government agencies that copies of such adopted plans are available for public review and distribution.
- The **Planning Commission** considers and reviews amendments to the Comprehensive Plan, Functional Plans, Community Plans and the Molalla Development Code. The Planning Commission also acts as a decision-making body in reviewing quasi-judicial land use applications. At its discretion, the Council may assign this quasi-judicial review function to a land use hearings officer.

## **PART II: OPEN SPACE, RECREATION & COMMUNITY LIVABILITY**

### **GOAL 5: NATURAL AND HISTORIC RESOURCES**

A purpose of Statewide Planning Goal 5 is:

*To conserve open space and protect natural and historic resources.*

#### ***Urban Natural Resources***

This section of the plan focuses on urban natural resources. Generally, all intensive urban development creates conflicts with natural resources such as wetlands, riparian corridors, and wildlife habitat. However, careful management within and adjacent to these areas can significantly reduce these conflicts and increase public safety by controlling development in hazardous areas. The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats. Uncontrolled development of adjacent properties could diminish the natural quality of these areas.

#### ***Water Resources***

In Molalla, urban natural resources such as fish and wildlife habitat and riparian vegetation, are associated with significant wetlands and stream corridors. In 2001, the City completed a local wetland inventory (LWI) and riparian assessment that describes and maps significant wetlands and streams within the City's UGB. The LWI was approved by the Oregon Department of State Lands (DSL) in March, 2004. Most significant wetlands are associated with the creeks and natural drainage ways described below.

As shown on LWI maps, the Molalla UGB area has three drainage basins:

- The northeastern portion of the UGB is within the Molalla River basin; drainage from this basin flows northeastward via a natural drainage way to the Molalla River.
- The central portion of the UGB is within the Creamery Creek basin; Creamery Creek flows diagonally from the southeast to the northwest before reaching the Molalla River north of the UGB.
- The southern portion of UGB is within the Bear Creek basin. Bear Creek joins Kaiser Creek (located south of the UGB) to flow to the Pudding River many miles to the west.

Because the LWI addressed wetlands within the existing UGB, it did not include two large concentrations of hydric soils located northeast and east of the UGB on predominantly Class IV agricultural soils. These "farmed" wetlands are located along Vaughn Road northeast of the current UGB, and generally south of Feryer Park Road east of the UGB.

## ***Water Resource Goals and Policies***

The City is committed to working with Clackamas County to protect Molalla’s natural water resource areas as the UGB is expanded and urban development occurs over time. The Goal 5 administrative rule (OAR Chapter 660, Division 23) includes “safe harbor” provisions for protecting locally significant wetlands and riparian corridors. As part of the 2010-2014 plan update process, the City has adopted provisions to protect significant wetlands and riparian corridors within the UGB.

### **Water Resources Goal:**

***Coordinate with Clackamas County to protect riparian corridors and wetlands – and associated open space, fish and wildlife habitat and riparian vegetation within the Molalla Urban Growth Boundary (UGB).***

### **Water Resources Policies**

1. Consider the results of the Molalla Natural Resources Report as a means of addressing potential environmental consequences prior to expansion of the Molalla UGB.
2. Adopt Goal 5 “safe harbor” provisions, per OAR 660 Division 23, to protect significant riparian corridors and wetlands within the Molalla UGB, as identified in the *City of Molalla Local Wetlands and Riparian Inventories* and on Maps 5a and 5b.
3. Maintain natural wildlife corridors along protected creeks and drainageways.
4. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.
5. Provide for residential density transfer from protected water resource areas to adjacent buildable land.
6. Conserve significant trees and vegetation within protected water resource areas.
7. Require planting of native vegetation/trees within protected water resource areas.
8. Development projects that may have an impact on natural resource areas as identified on the LWI map shall be reviewed by the Division of State Lands (DSL) for possible mitigation.

## ***Historic and Cultural Resources***

Identification, protection and preservation of historic and cultural resources are important to the character and quality of life in Molalla. Without the preservation of these resources, citizens will forever lose their accessibility to the history and events that fashioned the character of Molalla today. Long term public acceptance and support for historic preservation comes through public awareness and understanding. Historical resources are a source of pride, education and enjoyment for residents and visitors alike.. However, rapid growth and development threaten the existing historic fabric in Molalla’s downtown core and residential neighborhoods. Historical buildings continue to fall into disrepair and/or are being drastically altered from their historical appearance.

A brief history of Molalla is included in the introduction section of this plan. Two homes in the study area are included in the statewide Inventory of Historic Sites and Buildings:

- The Dibble House (c.1859), a three quarter New-England saltbox, is also listed in the National Historic Register.
- The Vonder Ahe (Von-derahe) House (c.1865) was moved to its present site in 1973.

Both structures are situated on the same property located on Molalla Avenue between Metzler Avenue and 7th Street. The half-acre site and structures are owned and maintained by the Molalla Historical Society.

### ***Historic Resources Goals and Policies***

Identification and management of cultural resources promotes public awareness and appreciation of the community's history, advances community pride and identity, contributes to the community's economy, and enhances local property values. The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contribute to the overall character of Molalla. The City, therefore, will cooperate with the Molalla Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City may determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed. These sites shall be incorporated into the City's recreation theme to emphasize their importance to the City.

#### **Historic Resources Goal:**

***Inventory and preserve historically significant sites and structures within the Molalla Urban Growth Boundary.***

#### **Historic Resources Policies:**

1. Highlight the City of Molalla's role in the development of the Willamette Valley through preservation and retention of historic structures, areas, sites and cultural resources throughout the City.
2. The City shall strive to incorporate the historic sites as a part of the recreational community plan.
3. Encourage the preservation of the Dibble House and Vonder Ahe House in their original character.
4. Cooperate with the Molalla Historical Society and State Historical Preservation Office as necessary to identify and protect other significant cultural resources in Molalla. Encourage new development within the City to be harmonious in appearance with the historical character of the community.
5. Recognize and comply with applicable State and Federal Statutes governing protection of cultural resources.
6. Investigate the possibility of receiving funding and tax benefits from the federal, state and local levels in order to support historic preservation.

7. The City shall work closely with property owners and all interested parties to identify and encourage the preservation of cultural resource sites within the planning area.
8. The exterior of designated historic buildings should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation.
9. The City shall strive to foster community pride and a sense of identity based on the recognition and use of City owned historic and cultural resources.
10. The City shall incorporate the historical and cultural resources into Molalla's recreation theme.
11. Historic inventories shall be adopted as a supporting document to the Comprehensive Plan.
12. Emphasis shall be placed on the preservation of the site and/or exterior appearance of historic and cultural resources.
13. The Planning Department shall coordinate with all applicable agencies regarding historic building remodels.

## **GOAL 6: ENVIRONMENTAL QUALITY**

The purpose of Statewide Planning Goal 6 is:

*To maintain and improve the quality of the air, water, and land resources of the state.*

### ***Environmental Quality Goals and Policies***

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water and land resources.

#### **Air, Water and Land Resources Goal:**

*The City of Molalla, recognizing that the health, safety, welfare, and quality of life of its citizens may be adversely affected by air, water and noise pollution, supports efforts to improve air and water quality and to reduce noise levels.*

#### **Air, Water and Land Resources Policies:**

1. Support and participate in the implementation of state and regional plans and programs to reduce pollution levels.
2. Ensure that all State and Federal regulations for air, water and noise quality are met.
3. The City will cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.
4. Cooperate in the development and implementation of regional efforts to maintain and improve air, water and noise quality.
5. Prior to approval of a legislative or quasi-judicial action, the City shall notify all appropriate agencies as per State Statute and Rule to solicit comment on the proposal with respect to air and water quality, and noise levels.
6. Establish and implement a mechanism to receive and report complaints regarding the quality of air, water and noise pollution.
7. Land use activities, which result in conflicting impacts on the air, land, or water, shall be separated and/or buffered to minimize the negative effects of the conflicting activities.
8. Continue to maintain healthy ground and surface water resources, to prevent contamination of drinking water.
9. Discourage the development of noise-sensitive uses in areas of high noise impact.
10. Evaluate noise problems throughout the urban area, and if appropriate, adopt a noise impact overlay zone.
11. Continue to utilize performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial and commercial uses.

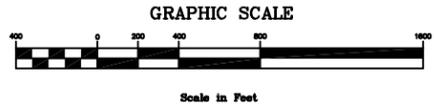
12. The City, County and DEQ shall cooperate to perform more thorough monitoring of the air quality of the Molalla urban area, and the City shall work with DEQ to ensure that State and Federal ambient air quality standards shall not be exceeded.
13. Encourage public sewer extensions into areas served by private septic systems within the city limits.
14. Limit noxious and fugitive air emissions that create a public nuisance and have a negative effect on livability in the community based on Oregon Department of Environmental Quality standards.
15. Monitor air quality, and if appropriate, adopt threshold air emission standards.



T. 5 S. R. 2 W. W.M.

**LEGEND**

Project Boundary	Division of State Lands Determination
Watershed Boundary	Potentially Jurisdictional Wetland
Creeks/drainages	Access Denied
	On-site permission
	Wetland Code
	BC-7



Funding for this project was provided by a grant from the Oregon Department of Land Conservation and Development.

**THIS MAP IS FOR PLANNING PURPOSES ONLY  
WETLAND BOUNDARIES ARE APPROXIMATE  
AND SUBJECT TO CHANGE**

Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmapped wetlands subject to regulation and all wetland boundary mapping is approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Division of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

DATE:	June, 2001
BASE MAP INFO:	Supplied by City of Molalla, Clackamas County ISGIS
JOB NO.:	2250

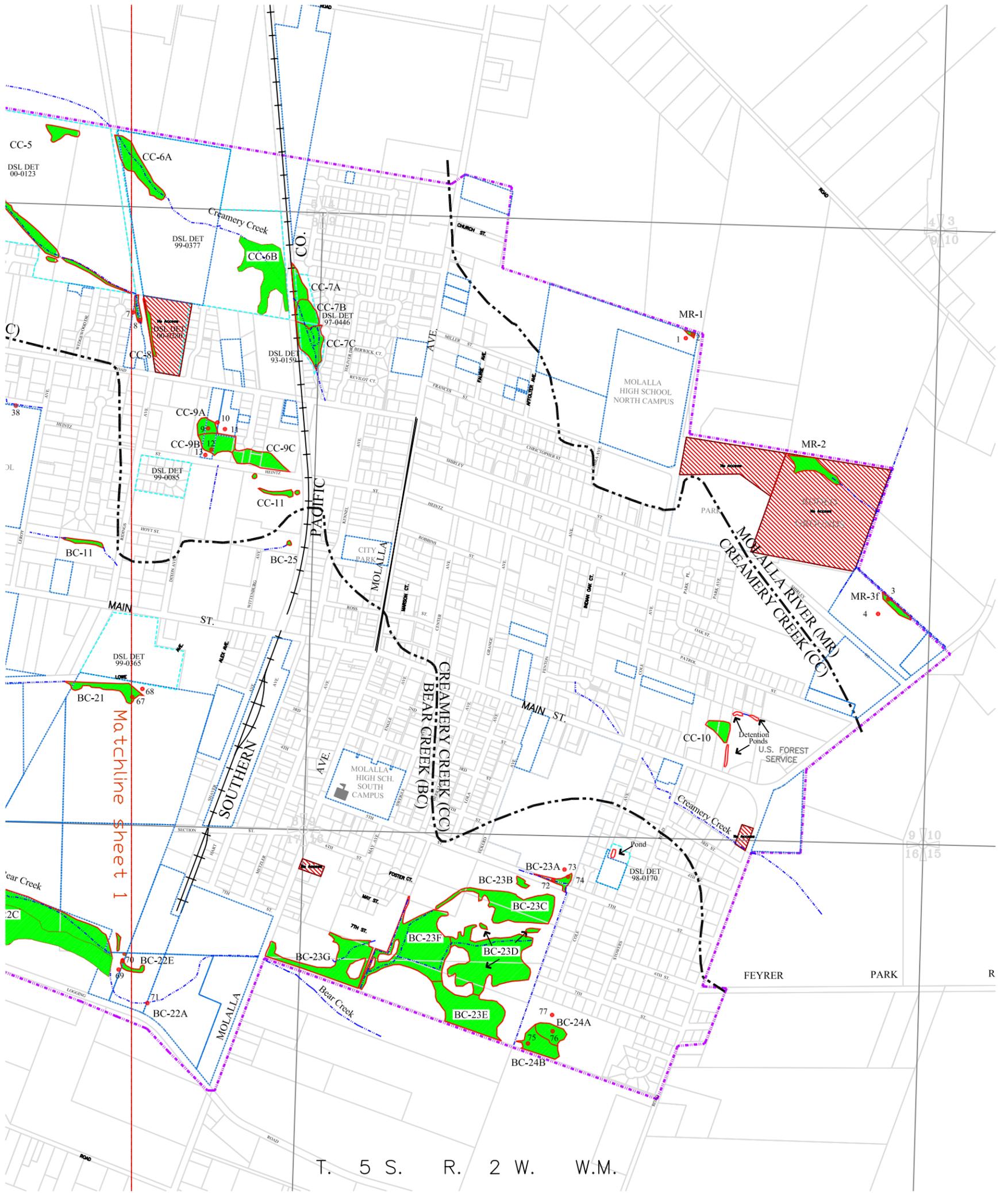
# MOLALLA

## Local Wetlands Inventory

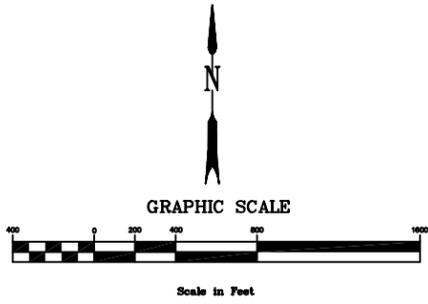
Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 100  
Wilsonville, Oregon 97070  
Phone: (503) 570-0800



Sheet: 1  
of: 2



LEGEND	
Project Boundary	Division of State Lands Determination
Watershed Boundary	Potentially Jurisdictional Wetland
Creeks/drainages	Access Denied
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DATE: June, 2001

BASE MAP INFO: Supplied by City of Molalla,  
 Clackamas County ISGIS

JOB NO.: 2250

# MOLALLA

## Local Wetlands Inventory

Pacific Habitat Services, Inc.  
 9450 SW Commerce Circle, Suite 180  
 Wilsonville, Oregon 97070  
 Phone: (503) 570-0800

Sheet: 2

of: 2

## **GOAL 7: NATURAL HAZARDS**

The purpose of Statewide Planning Goal 7 is:

*To protect life and property from natural disasters and hazards.*

### **Background**

The Molalla area is subject to a number of potential natural hazards, including:

- Flooding – associated with the Molalla River
- Slope Hazards – generally south of town
- Earthquakes – associated with weak foundation soils

Each type of natural hazard is discussed below.

### **Slope Hazards**

Slopes of 25% or greater are subject to slide and erosion hazards and are considered “unbuildable” for purposes of meeting the City’s future housing needs. Such areas would require geological analysis prior to extensive tree removal, excavation or construction. Steeply sloped areas within the current Molalla UGB are limited to stream embankments within riparian areas, and have very little impact on buildable land supply. However, an escarpment south of the current UGB includes slopes of 25% or greater, which is a consideration for long-range planning analyses.

### **Seismic and Fault Hazards**

Oregon is located within the circum-Pacific belt of crustal instability along with California, Washington, British Columbia and Alaska. All of these states and provinces, which border the Pacific Ocean, have received violent earthquake shocks in recent years. Since 1841, the state has experienced 167 earthquakes and of these, 47 were centered in the Portland vicinity. Molalla experienced an earthquake in March of 1993 with a magnitude of 5.7 centered approximately 13 miles southwest of the City.

### **Flood Hazards**

Flood hazards are shown on Federal Emergency Management Agency (FEMA) maps. These maps show the floodway, 100-year floodplain, and 500-year floodplain associated with the Molalla River.

Protection of riparian areas associated with Molalla’s creeks will also protect nearby development from periodic flooding.

## ***Natural Hazards Goals and Policies***

### **Natural Hazards Goal:**

***To protect life and property from natural disasters and hazards.***

### **Natural Hazards Policies:**

1. Areas subject to natural disasters and hazards shall be inventoried, designated on the Comprehensive Plan Map, and the degree of hazard and disaster potential determined. This information shall be used to determine the suitability of a location for development. Lowering density requirements and intensity of development from what the land is designated shall be considered an appropriate limitation on a use in a natural disaster and hazard area.
2. To protect life and property within the planning area from natural disasters and hazards, developments capable of causing damage to other property or resulting in loss of life shall not be allowed in known natural disaster or hazards areas without appropriate safeguards.
3. Limited development may be permitted on land shown on the Buildable Lands Inventory with slopes of 25% or greater, if such development consistent with the recommendations of a professional geologist.
4. Limited development may be permitted on land within the 100-year floodplain, consistent with the City's floodplain regulations.
5. The City of Molalla and Clackamas County have completed a *Hazard Mitigation Plan*, available for review on the City's website. The City shall continue to work cooperatively with Clackamas County to implement that plan.

## GOAL 8: RECREATIONAL NEEDS

The purpose of Statewide Planning Goal 8 is:

*To satisfy the recreational needs of the citizens of the state and visitors.*

### **Background**

As of 2014, the City of Molalla owns 77.5 acres of park land, including eight parks and a variety of public and private recreational sites and facilities, both inside and outside of the existing UGB. In addition, about 37 acres of playing fields owned by the Molalla River School District are available for community use when not in use by the school district. The City's recreational facilities help define the "livability" of the community.

### **Public Parks**

The following public parks are located within and near the city's current UGB:

- **Clark Park** is 10.15 acres in size and lies in the northeastern portion of the City along Cole Avenue and Shirley Street. This park has one softball field and a grove of trees that contains a play structure as well as benches and barbecue areas, restrooms, covered picnic area, and concession stands. This park lies directly west of the Molalla Buckeroo Grounds. The high school uses these fields for school sports during the school year.
- **Oddfellows Park** is .25 acres in size and lies in the downtown area along S. Molalla Avenue. This small pocket park has a few benches and a mural.
- **Ivor Davies Park** is 38 acres in size and is located south of 8th Street along Mathias Road. This park is currently outside the urban growth boundary. This park has been modified to include a walking trail, which ties into 5th Street. The park's natural setting with a large pond lying within it makes this park a nice area for picnics and family gatherings giving the feel of a natural area.
- **Molalla Aquatic Center** is located directly across the street from the Molalla High School on Frances Street. The aquatic center is owned by the Molalla River School District and leased to the City of Molalla who will operate the facility for the next fifty (50) years.
- **Fox Park** 2.3 acres in size. This park lies next to the Molalla Library on the corner of 5th Street and South Molalla Avenue. The Molalla High School was located at this site until an earthquake destroyed most of the building in the early 1990s. Fox Park contains a massive play structure for kids, a water feature, a half court basketball court, numerous picnic tables, and a large open grass area. Fox Park is also home to a free standing timber/logging mural which recalls the City's history.
- **Long Park** is one acre in size. Long Park lies in the downtown section of Molalla next to the Molalla Fire Department near North Molalla Avenue and Robbins Street. This park is the City's oldest park. The park's amenities include a gazebo, wired for the use of electronic equipment, a large play structure, picnic tables, wood art and restrooms.
- **Skateboard Park** is nearly a quarter acre in size and contains a skateboarding facility. This park is located just north of Ross Street on Kennel Avenue.

- **Sheets Field** is 3.4 acres in size. This park is located directly north of the City shops along Toliver Street. This park has a highly respected BMX track, which has recently been expanded. Each year this track is heavily used during the spring, summer and fall. There is also a small baseball/softball field located on this property, ideally suited for younger children.
- **Feyrer Park** is a Clackamas County park located on the Molalla River approximately two (2) miles from the City outside of the Urban Growth Boundary. Feyrer Park is heavily used during summer months and provides a baseball diamond, horseshoe pitch, covered and uncovered picnic areas, and swimming and camping areas.
- **West Main Green Space** – This small park is located within a commercial corridor near the 500 block of West Main Street in across from Dixon Avenue. Consisting of .36 acres, this green space was developed in 2014 from a vacant undevelopable parcel of land that was deeded to the City. Improvements consist of open lawn, benches, trees, shrubs and meandering walkway.

### **Buckeroo Stadium**

The Molalla Buckeroo Stadium is a private facility located in the eastern section of Molalla along Shirley Street and is owned and operated by the Molalla Buckeroo Association. The facility, which is situated on approximately 28 acres of land, has a seating capacity of 6,000 people.

### **Molalla Adult Community Center**

The City owned Adult Center is located at 315 Kennel Avenue, in the rear portion of Long Park. The center provides a wide range of recreational activities for Molalla area seniors.

### **Other Recreational Facilities**

Molalla is located central to a large number of recreational facilities. Within a few miles of Molalla there are secluded and up- to-date camping facilities, recreational lodging, trails, waterways, hunting, angling, winter sports, and mineral resource facilities. . The community is to host events that highlight the City as a recreational community.

- **Skydive Oregon:** Skydive Oregon is a popular skydive stop in Oregon. During spring, summer, and fall months Molalla skies are lit up with skydivers’ bright colorful parachutes throughout the area. Skydive Oregon has become a well known skydive area.
- **Mulino Airport:** The Port of Portland owns Mulino Airport. Currently there are flying classes and lessons taught here. The Port of Portland has identified a future desire for expansion.
- **Molalla River Corridor:** Numerous recreational activities involve the Molalla River, including fishing, hunting, sightseeing, swimming, kayaking, walking, biking, and horseback riding, hiking and camping.
- **Arrowhead Golf Course** is located approximately three miles north of Molalla at Liberal. A private eighteen-hole course, clubhouse, and a public restaurant are included in the existing facilities.
- **Ranch Hills Golf Course** is a public golf course located approximately six miles to the north in Mulino – just off of Highway 213.

### **Molalla School District**

The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Molalla Youth Services and a variety of non-

profit organizations provide sports programming. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. As the City continues to grow, additional facilities and services will need to be developed. Coordination with the school district to allow a shared use of facilities provides opportunities for recreational use by residents of the City.

### ***Park and Recreation Land Needs***

As seen in the Park and Recreation Policies below, the Molalla Comprehensive Plan provides a standard of 1.25 acres of park per 100 persons. Of this need, 0.25 acres per 100 are intended to be natural areas or trail systems – typically located in unbuildable areas. The remaining 1.0 acres per 100 persons are allocated to developed parks. This 1.0 acres per 100 person ratio determines future park needs on *buildable* land, however the overall standard remains 1.25 acres per 100 persons.

Using the Comprehensive Plan's ratio of 10 acres of park per 1,000 population, we can determine future park needs. Molalla currently has 36 acres of developed park land. To serve its existing population, Molalla would need 81 acres, or an additional 40 acres for park lands. The most significant need for developed parks is in the northwest part of the city.

### ***Park and Recreation Goals and Policies***

#### **Park and Recreation Goal:**

***To develop, acquire, and maintain a balance of recreation opportunities and open spaces in order to improve the livability within the urban growth boundary.***

#### **Park and Recreation Policies:**

The *Molalla Parks, Recreation, and Trails Master Plan* (2014) includes policy direction, maps and standards related to the acquisition and development of park and recreational facilities. The following policies also shall be considered when making land use decisions regarding park development.

1. The *Molalla Parks, Recreation, and Trails Master Plan* shall ensure an adequate system of public parks, recreational facilities and pedestrian, bicycle, and equestrian trails that meet the needs of existing and future Molalla residents.
2. The City shall provide adequate park space in Molalla in order to enhance Molalla's character as a recreation community as well as keeping the sense of a small town. The City shall maintain a standard providing 1.25 acres of park space per one hundred (100) people.
  - 2.1. Developers shall meet the City standards of 1.25 acres of park per one hundred (100) people.
  - 2.2. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvements of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
  - 2.3. The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.

3. The City shall provide for a safe park system by providing:
  - 3.1. Fences or other appropriate safety features in recreational areas that are near highways or other conditions which could be potentially hazardous, and locate parklands away from such areas whenever possible.
  - 3.2. Safe and convenient access to Park and recreation facilities is an important factor in a successful park system.
  - 3.3. A natural setting while making safety a priority for all parks and open space areas.
  - 3.4. Site development buffering between any residential land use and park or activity using open space wherever possible.
  - 3.5. Preserving trees where feasible when designing parks.
  - 3.6. Working with the Molalla Buckeroo Association to upgrade and update the Buckeroo event center.
4. The City shall work to use the resources of its surrounding areas in determining additional recreational needs above and beyond those normally associated with cities by designating the City as a recreational community and implement policies to support this designation. The City shall work on an Inter-Governmental Agreement (IGA) with Clackamas County and the State of Oregon to implement this goal.
5. The City shall periodically review the condition, quantity and service levels of existing park and recreational facilities by updating the *Molalla Park, Recreational and Trails Master Plan*.
6. The Molalla Urban Growth Boundary park system should enhance the livability in the Molalla UGB by:
  - 6.1. Providing quality natural areas, and recreation sites for passive and active recreation through public and private parkland throughout the community.
  - 6.2. Establishing a system of inter-connected trails.
  - 6.3. Coordinating the development of future park sites with school sites to serve the expanding urban area population.
  - 6.4. Promoting and encouraging a physically fit and healthy community.
7. The following Park and Recreation policies are further supported by policies in the Land Use and Comprehensive Plan:
  - 7.1. Developing parks and open spaces where the land and surrounding development make it least suited for intensive development.
  - 7.2. Developing an extensive system of trails along stream courses and power line easements.
  - 7.3. Encouraging early acquisition of recreation sites to protect these sites from development and to reduce the public cost of acquiring the land.
  - 7.4. Encouraging commercial recreation lands carefully sited within, or adjacent to, other uses.
8. The City shall develop a capital improvements program for parks and recreation facilities with adequate funding shared by new development and the community.

9. The City shall coordinate with the private sector for use of certain lands, other than forest or agricultural lands, that are currently undeveloped and which would be better left in their natural state.
10. The City shall coordinate with the Molalla River School District regarding the siting and use of City and District facilities.
11. Certain private recreational uses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.
12. Schools and parks should be distributed throughout the residential areas of the community and dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.
13. New concepts of mixing public recreational activities with revenue-generating commercial uses, such as recreation equipment rentals or concession activities should be explored in order to help finance recreation programming, park acquisition and maintenance.
14. At the time of trail design, conceptual trail alignments may be modified to address environmental and topographic constraints, and to provide safe bicycle and pedestrian connections and crossings of state highways and city streets consistent with the requirements of the road authority.

## **PART III: COMMUNITY DEVELOPMENT & LIVABILITY**

Part III addresses community employment, housing and livability needs – consistent with Molalla’s vision of a recreation community.

- Industrial development is a primary concern in Molalla’s growth. Industrial development provides the City its economic base. Economic trends have fluctuated significantly, perhaps cyclically, since Molalla was incorporated in 1913. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.
- Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (doctors, lawyers, food, clothing) for local residents and workers. Providing commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for energy, air quality and traffic congestion.
- While commercial and industrial developments are generally associated with economic growth, housing is an important element of the local economy. Housing development provides employment in engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market and business operators.
- Land use compatibility, protection of natural and historic resources, and good urban design are critical to the community’s livability and Molalla’s recreational concept.

### **GOAL 9: ECONOMIC DEVELOPMENT**

The purpose of Statewide Planning Goal 9 is:

***To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.***

#### ***Background***

The present industrial pattern in Molalla was established when the City was heavily involved in the timber industry. Molalla has changed from a town relying solely on the timber industry. Nearly all of the industrial development outside of the City limits but within the Urban Growth Boundary lies to the west along Highway 211 and 213.

#### ***Economic Opportunities Analysis and Employment Land Needs***

In 2004, the City of Molalla contracted E.D. Hovee and Company (Hovee) to prepare an economic analysis and strategic plan in order to meet Statewide Planning Goal 9 (Employment) requirements, and for use in determining 20-year employment (industrial and commercial) land needs. The *Molalla Economic Profile* (Hovee, 2004) provides 20-year population and employment projections, an

assessment of employment trends, and a commercial and industrial land demand analysis. The Economic Profile notes:

“The approach taken in this analysis to Molalla’s future employment is based upon the city’s policy objective to improve its jobs-housing balance and regain its status as a somewhat independent economic region rather than a bedroom community serving employers elsewhere in the region. This employment projection is therefore appropriately termed as a policy projection rather than a market-based forecast. It is recognized that this policy projection is more aggressive than Metro’s preliminary jobs forecast for the Molalla area. Molalla’s employment policy projection is based upon a 2025 jobs-housing target of 1.6 jobs per housing unit, equivalent to the jobs-housing balance of the entire metropolitan region as of 2002. *This recommended jobs-housing target represents a significant increase from Molalla’s current jobs housing balance, but would be roughly half of the community’s peak jobs to housing ratio experienced in the mid 90s.*” (Pages 11-12)

The Goal 9 (Economy) administrative rule provides guidance to local governments regarding the preparation of economic plans (OAR Chapter 660, Division 009). OAR 660-009-0025(1) states that:

“...the plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.”

Molalla’s long-term objectives, as expressed in its Comprehensive Plan, are to continue to increase its employment/population ratio while fostering a strong traded-sector “industrial” job base. The *2009 Employment Land Needs Analysis*:

- builds on the analysis provided in the *Molalla Economic Profile* (2004);
- extends the 20-year planning period from 2025 to 2030;
- adjusts projected population to reflect “safe harbor” population growth through 2030; and
- identifies and projects site requirements of firms that are likely to locate in Molalla over the next 20 years.

However, because the *2009 Employment Land Needs Analysis* relies on the simple “policy objective” employment forecast and to facilitate this planning process by providing Molalla with as much security as possible, this analysis uses the 660-024-0040(9) “safe harbors” for determining employment needs until such a time as the Economic Opportunities Analysis can be updated to reflect current conditions

The “safe harbor” provided by OAR 660-024-0040(9)(a) allows that:

“A local government may estimate that the current number of jobs in the urban area will grow during the 20-year planning period at a rate equal to either:

(A) The county or regional job growth rate provided in the most recent forecast published by the Oregon Employment Department; or

(B) The population growth rate for the urban area in the adopted 20-year coordinated population forecast specified in OAR 660-024-0030. “

Utilizing option (B), projecting employment growth at the same rate as the rate found in the 20-year population forecast (2.0%), yields the results shown in Table 9-1. Given the findings of the earlier economic reports that Molalla currently lacks employment and the city desires to and is making efforts to improve the job/housing ratio above its current low levels, the city will likely need to complete a new Economic Opportunities Analysis prior to any assessment of the UGB to understand if there is a way to create more employment for city residents or if the “site needs” methodology is more appropriate.

**Table 9-1: 2014-2034 Safe Harbor Employment Forecast**

2014 Employment (Est)	2,876
2034 Employment	4,299
Projected 2014-2035 Employment Growth	1,423

Source: Clackamas County and City of Molalla

As shown in Table 9-1, applying the employee/acre ratios used in the 2009 *Employment Land Needs Analysis* to the safe harbor 2034 employment forecast results in a year 2034 employment land need of 123 *net* developable acres for the projected 1,423 new employees.

**Table 9-2: 2014-2034 Net Employment Land Needs**

Factors	
Projected “safe harbor” 2014-2034 Employment Growth	1,423
2034 Commercial %	68%
2034 Industrial %	32%
2034 Commercial Employment/Acre	15
2034 Industrial Employment/Acre	8
2014-2034 Commercial Employees	968
2014-2034 Industrial Employees	455
2014-2034 Commercial Land Need	65
2014-2034 Industrial Land Need	57

Source: Hovee, Clackamas County and City of Molalla

### **Economic Development Goals and Policies**

This section states Molalla’s overall economic development objectives, and is followed by more specific goals and policies related to:

- The Central Business District and Community Planning Areas;
- Commercial Development; and
- Industrial Development.

## **Economic Development Goal:**

*To expand the economic base to increase the economic independence of the area – through expansion and retention of existing businesses and recruitment of new businesses.*

## **Economic Development Policies:**

The following general policies are related to all types of existing and planned employment in Molalla:

1. Encourage the siting and growth of employers which pay family wages as identified in Molalla Economic Opportunities Analysis (EOA).
2. Designate adequate suitable land with site size and locational characteristics required by targeted employment as set forth in the Economic Opportunities Analysis (EOA).
3. Identify industrial sites that are immediately available and serviceable for industrial development consistent with the Goal 9 rule. Request Oregon Economic and Community Development Department (OECD) certification for “shovel ready” industrial sites pursuant to Executive Order 03-02.
4. Ensure Molalla’s planning area contains adequate amounts of industrial and commercial lands for projected growth.
5. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through the year 2034.
6. The UGB may need to be expanded to ensure adequate lands for commercial and industrial development through 2034.
7. Coordinate with property owners to retain large commercial and industrial sites identified in the EOA for their intended commercial and industrial uses through zoning and master planning.
8. Actively support redevelopment efforts for under-utilized commercial and industrial sites within Molalla UGB.
9. Protect large redevelopment sites for their intended uses as identified in the EOA.
10. Commercial and service uses in the City’s industrial zones should be limited to small-scale uses that cater primarily to local area employees and customers.
11. The City of Molalla shall encourage commercial and industrial development. More jobs can be created causing less reliance on the automobile for travel away from the City.
12. The City shall strive to reduce the home to work distance by encouraging industrial and commercial development thus reducing the dependency on the auto and saving energy.
13. The city shall establish and maintain an inventory of industrial and commercial land of a quantity and quality to attract industry to the City of Molalla. The City of Molalla shall maintain a five-year supply of vacant and serviced industrial land to comply with the Goal 9 Administrative Rule.
14. Continue to work with the Oregon Department of Economic Development in seeking new commercial and industrial development.
15. The City shall work with the Port of Portland to assist in industrial development strategies.
16. The City shall ensure adequate amounts of suitable lands for the business community to thrive.

17. The City shall make every effort possible to work with interested businesses to draw them to the community.
18. In the process of administering the City's Comprehensive Plan, careful consideration will be given to the economic impacts of proposed policies, programs and regulations. Efforts will be made to simplify and streamline the planning and zoning review process while maintaining the quality of development to improve the economic base of the community.
19. The City shall encourage businesses that support the recreation concept and encourage all businesses to provide a choice of goods and services to the community.
20. The City shall encourage business to locate or relocate to Molalla to provide for the needs of the community.
21. The City shall provide a safe convenient and attractive place to live to draw small business to the community.
22. Diversify and improve industry in the City of Molalla in order to insure the lack of dependence upon any single industry.
23. Expand, improve and diversify the economy of the Molalla Urban Growth Boundary area by encouraging home occupations while maintaining Molalla's quality of life.
  - 23.1. The City shall work with existing businesses and encourage businesses to come to Molalla to provide family wage jobs thus creating a diverse economy and reduce energy consequences.
  - 23.2. The City shall work with these businesses to draw them to the community thus reducing the number of people leaving the community for such jobs by travel.
  - 23.3. The City shall work to retain and pursue opportunities to draw businesses to the City and ensure businesses remain in the City and shall work with interested businesses to encourage moving to Molalla.
24. Move industrial lands away from Molalla's Central Business District and focus them in areas where Highway access is appropriate.
25. The City should give a high priority to extending and improving the infrastructure needed for economic development
26. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Molalla Urban Growth Boundary.
  - 26.1. The City of Molalla shall review and revise, as necessary, the existing Urban Growth Management Agreement (UGMA) with Clackamas County clearly stating the respective roles of the City and Clackamas County within the Molalla Planning Area.
  - 26.2. The UGMA should address the concept of a recreation community in that the City should have input on decisions that may affect this concept, such as: camping facilities, river rafting facilities, fishing and hunting lodges, resorts or any facility that will have an impact on the safety and livability of the City.

## ***Central Business District & Community Planning Areas***

The Central Business District (CBD) and potential Community Planning Areas (CPA) provide for mixed retail, service and residential uses with a strong pedestrian orientation and respect for Molalla's history.

The Central Business District (downtown area) is located in an approximately twelve-square-block area divided by state Highway 211 running east and west, and by Molalla Avenue running north and south. The area is bound on the east, north and south by residences, and to the west by a large industrial complex. For this reason the City has developed with this Comprehensive Plan the tools to provide the necessary elements to help the CBD to thrive. The CBD consists of small shops offering a variety of merchandise and unique shopping experiences. The CBD can accommodate uses such as office, theatres, restaurants, bicycle sales and repair, sports related activities and stores, fly tying shops, gun shops, boat sales, and repair activities. These shops should enhance the City's concept as a "Recreational Community".

Many of the older buildings have undergone an exterior and interior upgrading which has done much in improving the overall appearance of the core area. Much of the "facelift" of the older commercial structures as well as the new construction has been voluntarily done in theme lending itself to the recreational concept. There is broad community support for the continuation of remodeling and new construction as indicated by letters from various community organizations and the City's desire to become a recreational center.

Many new stores and buildings have been placed in the CBD and a great deal of redevelopment and remodeling has occurred, while maintaining the historic feel of older buildings.

Parking is a big concern for the CBD. As the vacancy rate goes down a need for additional parking becomes evident. The City is working on new ways to increase the amount of signage showing additional downtown parking as well as searching for ways to provide additional parking areas. The City is currently seeking funding for a downtown revitalization plan. This plan will give the City the ability to identify potential downtown parking areas. The goal and policy framework for the CBD and potential future CPAs are outlined below.

### **Downtown Development Goal:**

***To protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.***

### **Downtown Development and Policies:**

The *Molalla Downtown Plan* (Cogan Owens Cogan, 2007) includes detailed policies and implementation measures to revitalize the Central Business District (CBD). The following policies apply in conjunction with Downtown Plan policies when making land use decisions in the CBD.

1. Within the CBD alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.
2. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.

3. Bicycle and pedestrian access to the CBD from the surrounding areas should be improved.
  - 3.1. Secure and safe bike storage areas should be considered.
  - 3.2. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
4. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
5. Commercial development should be based on the following goals, guidelines and principles:
  - 5.1. Separation of pedestrian and through motor vehicle traffic.
  - 5.2. Grouping of retail opportunities conducive to pedestrian shopping movement.
  - 5.3. Convenient, identifiable and accessible parking.
  - 5.4. By-pass industrial traffic around commercial areas, particularly the CBD.
  - 5.5. Improve CBD shopping environment and amenities.
  - 5.6. Provide for CBD growth needs.
6. The look and feel of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.
7. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas. Encourage and identify new businesses that enhance the Central Business District.
8. The central business district shall provide a variety of services; cultural, recreational, social, professional and governmental activities. The history of Molalla should be a consideration in a redevelopment opportunities as well as even promotion.
9. The City shall encourage new businesses to promote the City's recreational theme, services of all types, medical and dental offices, federal, state, and city offices to enhance the CBD of Molalla.
10. Through the Molalla Municipal Code the City shall place specific criteria upon new development and redevelopment in the CBD, which matches the style found in the early 1900s.
11. The CBD shall have adequate parking that is well lit and attractive. The City shall encourage unique shops and restaurants into the CBD.
12. Kiosks should be encouraged in the downtown area to increase shopping convenience and public awareness of downtown facilities and services.

**Community Planning Area Goal:**

*Provide for higher density mixed-use development within designated community planning areas.*

**Community Planning Area Policies:**

1. The Community Planning Area (CPA) designation may be applied to create pedestrian-oriented, mixed use centers near the Central Business District.

2. CPA plan designations shall be implemented through the establishment of a zoning district that includes the following:
  - 2.1. Provisions that reduce off-street parking requirements;
  - 2.2. Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian not excluding the automobile;
  - 2.3. Concentration of housing near the downtown where all sorts of services are available;
  - 2.4. Provisions for public and private amenities (including parks, plazas, and other facilities to support the higher densities and mixed use development);
  - 2.5. A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, and shuttle services with pedestrians; design review standards.
3. A wide range of housing types shall be authorized within CPA, including but not limited to small lot single-family residential detached, attached single-family residential, townhouses or row houses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior housing, and housing above retail and office space
4. Those areas included in a CPA shall transition the type and density of new housing to be compatible with the established area at such time one is developed.
5. Future population expansions shall include additional community planning area zones to maximize densities while providing the public with unique concepts.
6. CPAs are intended to preserve and enhance the historic, open space, and architecture qualities of the historic nature of the area. In addition to general standards in the zoning ordinance, all development within CPA shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area.
7. The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.
8. Industrial uses shall be moved, when feasible, from this area to the southwest section of the City.

### **Small Scale Mixed Use Development**

1. In addition to larger-scale CPAs, the City shall incorporate minor commercial activities to reduce energy and enhance Molalla's quality of life.
2. Minor commercial activities, which are compatible with residential uses, shall be dispersed throughout the planning area to serve the public and conserve energy resources.
3. Minor commercial activities shall be reviewed by the Planning Department to ensure the integrity of the residential zone is not impaired.

### ***Commercial Development***

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial areas are planned to allow for the optimum utilization of the land to provide retail and service business to the community.

Population projections for the study area indicate an increase of approximately 4,340 residents by the year 2034. In order to meet the demands created by this increase in population, the City may need to

designate additional land for commercial use. A number of businesses have recently developed in the City, adding to the economic base. This commercial base has enough capacity to serve some of the increase in population.

The variety of commercial establishments and services which serve the community should be expanded to provide a wider range of facilities for the convenience of the residents and the benefit of the community at large. The Molalla business district at the junction of Molalla Avenue and Main Street is becoming a traffic-congested area. With additional truck traffic this intersection will only get worse in the future, negatively impacting commercial businesses in the downtown area. The Transportation System Plan identifies the Molalla Forest Road as a by-pass road for truck traffic travelling to the industrial areas of the City. Additional suitable commercial land may also need to be provided to allow for commercial expansion.

### **Potential Commercial Districts**

The Downtown Plan looked at the different sections of town outside the CBD and potential Community Planning Areas (CPAs) to create ways to provide auto-oriented commercial services to the community including:

- **Highway Commercial Overlay:** Commercial development in this section should be anchored by a few major department and grocery stores.
- **General Commercial District:** This commercial section should offer a variety of uses filling the gap between Highway Commercial and the Central Business District (CBD).

### **Commercial Zoning Designations**

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial designations are implemented with the Central Commercial (C-1) and General Commercial (C-2) zones:

- **Central Commercial (C-1):** Central Commercial (C-1) areas are designated to provide principle shopping, business and transportation to the community and its trade area. This district allows for a broad range of uses in keeping with Molalla's historic commercial area.
- **General Commercial (C-2):** General Commercial (C-2) areas are designated to provide those types of retail, wholesale, transportation and service uses which, because of traffic, size and other requirements, depend upon particular locations to serve the needs of the community and its trade area.

## ***Commercial Development Goals and Policies***

### **Commercial Development Goal:**

*Develop an attractive and economically sound community.*

## **Commercial Development Policies:**

Molalla must provide commercial land to serve its growing population, without taking business away from the CBD or planned CPAs. Thus, the location and design of commercial areas should be given very careful consideration. Commercial developments occur at points of maximum traffic movement and directly affect the visual quality of the community. If Molalla is to retain its image of a thriving recreational community and desirable place to live, its commercial areas must be well-designed and inviting.

1. The Molalla planning area shall contain adequate suitable sites for commercial use. Sufficient vacant commercial lands with a diversity of sizes, types, and service levels for future commercial uses shall be designated on the comprehensive plan/zoning map.
2. The City shall develop and apply design standards relating to appearance and neighborhood compatibility.
3. Large retail development shall comply with design standards relating to appearance, functionality, and neighborhood compatibility.
4. The City will continue to support a cooperative and active working relationship with the business community through the Chamber of Commerce as well as those businesses that are not members of the Chamber of Commerce and will seek their input when making decisions having economic impacts on the business community.
5. As existing businesses are renovated and new ones are constructed, the City will require high standards of compatibility with surrounding development, landscaping, architecture and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.
6. The City shall assure efficient development of land consistent and compatible with the community's needs and resources.
7. The City is designating itself a recreational community and shall ensure adequate parks and opportunity for a host of recreational activities to encourage business supporting the recreational activities. This shall be in addition to the City supporting a wide range of other business opportunities which will provide for the needs of the citizenry.
8. The City shall work cooperatively with commercial development to ensure that City park needs are met, either through land dedication or payment of system development charges (SDCs).
9. Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. Commercial land shall be designated in a manner which locates high volume trade activities near major roads, groups a variety of medical facilities and services together, preferably near hospitals, and groups professional and governmental facilities near the downtown area and other major commercial locations.
10. Inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
11. Provide for additional land needed for commercial expansion to serve the projected population growth and to ensure choice in the market place while also encouraging private revitalization of existing commercial structures.
12. Encourage a rate of commercial development consistent with serving the needs of residents of the City and adjacent rural and agricultural lands.

13. Provide an atmosphere that is inviting to potential businesses while maintaining the City's feel and desire to maintain a rural community feeling.
  - 13.1. Through the code incorporate language that invites development yet protects the City's character.
14. Provide buffers between industrial uses and residential uses for the benefit of all concerned.
15. Commercial development adjacent to arterial streets and highways may be subject to access restrictions.
16. Commercial development shall be encouraged to provide service access roads, which feed into arterial and collector streets at designated points.
17. Sign standards shall be designed to enhance the appearance of the City and provide for the advertising needs of the business community.
  - 17.1. Signs shall serve as a marker for businesses.
  - 17.2. Signs shall not become the focal point of the City.
  - 17.3. Signs shall not occupy any portion of the right-of-way.
18. Shopping centers shall be attractive and pedestrian oriented.
  - 18.1. Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe and convenient movement of pedestrians and other non-auto transportation.
  - 18.2. The Molalla Municipal Code shall provide standards for planting trees and other landscaping for all commercial development.
  - 18.3. The City shall adopt a bicycle, pedestrian, and equestrian plan, which provides safe, convenient, and recreational activities throughout the City.
  - 18.4. Shopping centers shall have pedestrian ways with attractive landscaping.
  - 18.5. Lighting in the shopping area shall be attractive and allow for safe ingress and egress from the shopping area into the parking lot.
19. A sufficient number of locations should be made available for shopping centers and other commercial activities as the urban area population increases.
  - 19.1. Provide adequate lands along major arterials.
20. Commercial establishments shall be landscaped and maintained and provide off-street parking for employees, customers and access of delivery of goods.
21. Shopping areas should be pleasant environments to live near and to do business within.
  - a. They should not be designed in a manner only to attract attention. Buildings need not be painted in an offensive manner or have obtrusive signs to secure their share of the shopping public. In fact, the reverse trend tends to be the case, with centers providing a pleasant shopping environment often being more prosperous.
  - b. Commercial development demands special consideration in terms of traffic. The City must balance the needs of both the commercial and non-commercial sectors of the community in reviewing proposed development and considering the traffic impacts that will result.

- c. All commercial districts are planned in the form of centers or complexes rather than as a strip development along major streets.

## ***Industrial Development***

When discussing the attraction of new industry, it should be pointed out that industry has several criteria on which it bases selection of location. Among these are:

- adequate site size;
- relatively flat topography;
- good access to highways or railroads to facilitate the transporting of raw materials and finished products;
- compatibility with adjacent or nearby residential and commercial development;
- the availability of housing for managers and workers;
- the availability of water and sewer service;
- the availability of utilities such as storm drainage and gas, electricity and telephone; and
- the availability of advanced technology communications infrastructure.

## **Industrial Comprehensive Plan Designations and Zoning**

The Comprehensive Plan Map indicates where industrial development will be encouraged. Industrial areas are planned for the economic benefit of the City and located so as to minimize impacts to residential development. The City shall continue to provide enough industrial land to optimize its chances for industrial development. . Providing land for light industrial development, as a buffer between heavy industrial and commercial or multi-family development is priority. The City, by providing a healthy amount of industrial lands, is proving its support to bring industrial development to the City of Molalla.

To meet the needs of the present and future residents of Molalla and the surrounding area for industry and to comply with state and local goals and the policies established to implement those goals, the following are established to provide a suitable quantity and quality of land in the most beneficial locations for each industrial development in the City of Molalla.

- **Light Industrial District (M-1):** Light industrial (M-1) areas are designated for non-polluting industries, which are generally compatible with residential and commercial activities. The light industrial concept for future development is envisioned in areas primarily west of the current City limits. Larger parcels have been designated in this location to attract industries that require greater land areas for the operation, or for several industries to cooperatively design an industrial park. The location of the land designated for light industrial use is based on existing industrial uses, proximity to public services, highway access and the goals and policies of the plan to utilize land for industrial use which meets the needs of those industries most likely to locate in Molalla.
- **Heavy Industrial District (M-2):** Heavy Industrial (M-2) uses include manufacturing, fabrication and processing, bulk handling, storage, warehousing and heavy trucking. Most heavy industrial uses are incompatible with residential and commercial uses.

## ***Industrial Development Goals and Policies***

### **Industrial Development Goal:**

***To develop a diverse industrial base offering an increasing number of employment opportunities.***

### **Industrial Development Policies:**

1. The City shall provide suitable industrial sites to maintain and attract a diversified industrial base.
2. Provide for developments that, whenever possible, will allow residents of the City of Molalla to work in Molalla and not have to seek employment in other areas.
3. Industrial land should be located to take advantage of Highway access or rail transportation that is available.
4. To minimize impacts on Clackamas County's agricultural land base, Class I agricultural soils shall be preserved outside the UGB. At the same time, it is important that industrial lands be located in relatively flat areas, which have suitable soils and that are free from flooding dangers.
5. The City shall protect industrial lands from being converted to commercial uses by prohibiting or significantly limiting commercial uses in industrial land in the M-1 (Light Industrial) and M-2 (Heavy Industrial) zones.
6. The City shall designate industrial land on the Comprehensive Plan map limiting the impacts to citizens in the community and the Molalla Municipal Code shall establish standards to reduce impacts on other areas.
7. All industries shall meet federal, state and local environmental quality standards.
8. The City shall attract and accommodate both labor intensive and land intensive industrial activities.
  - 8.1. The City shall establish an industrial area that has limited impact on citizens of the community.
9. Ensure Molalla's planning area contains adequate amounts of industrial lands for projected growth.
10. Land use designations within the Molalla Planning Area shall be designed to accommodate projected industrial growth and population densities through at least the year 2030.
11. The UGB may be expanded to ensure adequate lands for industrial development through 2034.
12. Encourage "non-polluting industry" development.
13. Designate large areas of land together for several industries to cooperatively design an industrial park.
14. Maintain a light industrial zone, which eliminates excessive noise, smoke, odor, dust, and gas.
15. The City shall work with existing employers to move industrial development to the southwest section of Molalla. By placing all industrial development in the southwest corner of the City the citizens will have a reduced possibility of odor since the southwest wind blows away from the City.

16. Both residential and industrial development shall be responsible for minimizing impacts in areas where residential uses border industrial.
17. Sufficient vacant industrial lands with a diversity of sizes, types, and service levels for future industrial development shall be designated on the comprehensive plan/zoning map.
18. Publicly owned lands shall not be given a competitive advantage over private ownership through governmental land use regulations.
19. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas
20. Industrial developments are subject to development standards relating to setbacks, landscaping, signs, exterior lighting, parking, building height, massing and visual impacts, and architectural styles and outside storage.
21. Molalla shall provide a suitable site within its UGB to allow large scale agricultural or nursery processing industries to locate within the City.
22. Industrial areas that are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.

## GOAL 10: HOUSING

The purpose of Statewide Planning Goal 10 is:

*To provide for the housing needs of citizens of the state.*

### **Background**

Housing is a basic human need that concerns the entire community. As housing costs increase, satisfying this basic need becomes more difficult. The City of Molalla supports Oregon's housing goal to "encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households."

Molalla saw unprecedented residential development in the late 1990s through 2008. The rate of residential growth experienced by Molalla between 1996 through 2008 clearly indicates the popularity of this community as a place to live and supports the City's decision to continue and further develop the recreation concept for the City. The proximity to the Molalla River, Mt Hood, the Forest, and the coast benefits the City's decision to support the recreational community concept.

This housing boom has provided a greater variety of housing that meets modern structural, electrical, plumbing, and energy codes. As a result, most of the buildable land supply within the City's urban growth boundary had been consumed.

### **Population Projection**

As explained in Chapter 2, Clackamas County recently completed a coordinated 20-year population forecast for the city of Molalla, provided for by ORS 195.034(2) and OAR 660-024-0030(4) for the 2012-2032 timeframe, resulting in a population estimate of 12,760 for year 2032. Extrapolating from this forecast for the 20-year planning horizon of 2014-2034, as specified for this Comprehensive Plan, the City of Molalla (UGB) is projected to contain approximately 13,130 people in 2034.<sup>4</sup>

### **Demographic Trend Analysis**

Molalla's 2009 Housing Needs Analysis and the 2013 Rural Cities Coordinated Population Background Report and Forecasts review regional and local demographic trends based on Census data, and extrapolated assumptions related to housing needs from those trends as well as City policy. Preliminary demographic findings showed that Molalla is still a relatively homogeneous community with relatively affordable housing, although this is likely to change somewhat over the next 20 years. Increased employment opportunities, young commuting households, and a growing Hispanic community, are likely to push the demand for a broader range of housing.

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<sup>4</sup> Both the 2014 and 2034 numbers were extrapolated from the coordinated forecast using an assumption of exponential growth between the starting and end points. The 2014 forecast was extrapolated because the PSU Population Research Center has not received the data from the city to provide annual population estimates since the 2010 US Census.

The *Housing Needs Analysis* also describes base housing need assumptions, reviews future housing type and density needs, and concludes with recommended dwelling unit types, densities, and plan district allocations.

### Housing Need Assumptions

Basic housing land need assumptions include determination of household size and vacancy rate, and establishing a projected density for future residential development. To facilitate this planning process and to provide Molalla with as much security as possible this analysis uses the OAR 660-024-0040 “safe harbors” when possible.

### Household Size

The “safe harbor” provided by OAR 660-024-0040(8)(a) allows that:

“A local government may estimate persons per household for the 20-year planning period using the persons per household for the urban area indicated in the most current data for the urban area published by the U.S. Census Bureau.”

The 2010 Census determined a household size for Molalla of 2.84 persons per household. Therefore, Molalla assumes a household size of 2.84 through 2034 for the purposes of this analysis.

### Vacancy Rate

The “safe harbor” provided by OAR 660-024-0040(8)(e) allows that:

“A local government outside of the Metro boundary may estimate its housing vacancy rate for the 20-year planning period using the vacancy rate in the most current data published by the U.S. Census Bureau for that urban area that includes the local government.”

The 2010 Census determined a vacancy rate for Molalla of 5.3%. Therefore, Molalla assumes a vacancy rate of 5.3% through 2034 for the purposes of this analysis.

### Dwelling Units Projected

Using the projected population for 2034 and the assumptions above, projected dwelling units are 1,616 for 2034

**Table 10-1: Projected Dwelling Units**

Year	2034	
Projected Population Increase (2014-2034)	4,340	
Households @ 2.84 Persons per HH	1,530	
HHs Including 5.3% Vacancy Rate	<b>1,616</b>	

*Source: US Census, Clackamas County and City of Molalla*

## Density

The “safe harbor” provided by OAR 660-024a Table 1 allows a city planning for between 10,001 and 25,000 people to assume an overall density of 7 dwelling units per net buildable acre. Therefore, this analysis assumes an overall density of 7 dwelling units per net buildable acre.

As shown on Table 10-2, Molalla will require 231 net buildable acres to accommodate housing for the estimated 2034 population,

**Table 10-2: Net Buildable Acres Required for Housing**

Year	2034	
Households	1,616	
Net Density	7	
Net Buildable Acres Required	<b>231</b>	

*Source: US Census, Clackamas County and City of Molalla*

## Net to Gross Conversion

According to OAR 660-024-0010, a “Net Buildable Acre” consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” Molalla assumes a 20% right-of-way factor to account for future streets and roads related to housing development.

As shown on Table 10-3, Molalla will require 289 gross buildable acres to accommodate housing for the estimated 2034 population,

**Table 10-3: Gross Acres Required for Housing**

Year	2034	
Net Buildable Acres Required	231	
Right of Way Assumption	20%	
Gross Buildable Acres Required	<b>289</b>	

*Source: Clackamas County and City of Molalla*

## Housing Mix

Molalla intends to use the safe harbor for housing mix provided in OAR 660-024a Table 1 should it forecast UGB needs. The relationship between housing mix and zoning changes would be detailed in any future UGB analysis.

## Housing Goals and Policies

### Housing Goal:

***To allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Molalla residents.***

## **Housing Policies:**

1. Residential development shall consider the physical characteristics of the site by meeting applicable zoning and building code requirements.
2. The City shall adopt clear and objective design standards to ensure that new residential development in existing residential areas is reasonably compatible with surrounding developments with respect to landscaping, massing, architectural styles, lighting, and appearance.
3. To provide greater flexibility and economy of land use, the Zoning Ordinance shall allow variable lot sizes in single-family residential subdivisions.
4. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
5. As set forth in the City's Housing Needs Analysis, a variety of housing types shall be encouraged throughout the planning area for households of all incomes levels, ages and living patterns. Such housing should include but not be limited to:
  - 5.1. large and small lot single-family residences;
  - 5.2. accessory dwellings;
  - 5.3. duplexes;
  - 5.4. multiple-family housing (including for-rent apartments and for-sale condominiums);
  - 5.5. attached single-family residences; and
  - 5.6. manufactured dwellings in parks and on individual lots.
6. Specific locations for each type of housing shall be consistent with the comprehensive plan and development code.
7. The City shall work with the private sector and non-profit housing development to encourage housing at various prices and rents in order to maximize housing choices of the public.
8. The development of low- to moderate-income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy of this Section.
  - 8.1. Such housing shall not be so concentrated as to create a recognizable or exclusively low-income district.
  - 8.2. The City and County should encourage government assisted housing to be located at a variety of locations within the UGB.
9. The development of mid-rise housing (up to 3 1/2 stories) is appropriate near the downtown area, in Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are on transit routes. Such developments shall be subject to special planning and development review or meet specific Community Planning Area design and development standards.
10. Housing for the elderly shall be encouraged.
  - 10.1. The livability of these developments shall be a prime concern in the review process.
  - 10.2. Large-scale developments for the elderly would be most appropriately located near the City core area for shopping, public transportation, medical and other similar facilities.

- 10.3. Alternative housing options, such as cooperative housing with common facilities, shall be allowed outright in medium or high density areas and as a conditional use in low density areas as outlined in the Zoning Ordinance.
11. Higher-end housing opportunities shall also be encouraged, especially in areas with view and natural amenities.
12. The City shall review housing needs and projections periodically and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.
13. The City shall provide for manufactured dwelling parks in the R-3 zone to allow persons and families a choice of residential settings.
14. In order to minimize the adverse impacts of higher density housing on adjacent properties, The City shall establish clear standards for:
  - 14.1. The placement and design of mobile home or manufactured dwelling parks;
  - 14.2. Buffering by means of landscaping, fencing or distance from conflicting uses;
  - 14.3. Compatibility of design, recognizing the conflicts of mass and height between apartment buildings and houses; and
  - 14.4. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenient shopping;
  - 14.5. Placement of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.
15. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
16. The City shall encourage new and innovative residential planning and design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this Comprehensive Plan and the Development Code.
17. Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map.
  - 17.1. Minimum residential density zoning standards shall be prescribed for all residential areas.
  - 17.2. The minimum densities are intended to ensure the Molalla Comprehensive Plan achieves the residential density objectives, while retaining flexibility for residential development patterns and projects tailored to local conditions.
  - 17.3. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone.
18. Manufactured homes on individual lots shall be permitted in all residential zones subject to:
  - 18.1. Conformance with applicable local, state, and federal standards in force at the time of installation pursuant to Chapter 50 – Prefabricated Structure Code
  - 18.2. Installation on excavated and backfilled foundations

- 18.3. Removal of all transport related gear.
- 18.4. Placement and design standards allowed by State statute to insure the harmonious integration of this housing type with other housing in the vicinity.
- 19. Residential density designations are intended to discourage development at lower densities. The densities of new developments shall be monitored and reviewed annually to assure that residential construction is implementing the Comprehensive Plan designations. If the residential density designations are not being implemented, additional land within the City shall be designated or re-designated to help assure that the overall density will be attained.
- 20. Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services.
  - 20.1. It is the City's desire to ensure there are a variety of housing types needed to meet a wide range of personal preferences and income levels.
  - 20.2. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.
- 21. Encourage the construction and development of diverse housing types, while maintaining a general balance according to housing type and geographic distribution, now and in the future.
- 22. Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.
- 23. The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live within the City of Molalla.
- 24. Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.
- 25. Site plans shall provide for adequate yard space for residents and play space for children.
  - 25.1. The yards shall have distinct area and definite shape, and are not just the residue left after buildings are placed on the land.
  - 25.2. The Planning Department shall review development to ensure adequate yard space is available.

### ***Residential Zoning and Implementation***

The following implementing measures are intended to provide for the range of housing types and densities identified by OAR 660-024a Table 1, with an overall density of 7 dwelling units per net acre.

## Single Family Residential Measures

- Small lots ranging from 4,000 to 5,000 square feet in area can accommodate single family development. Minimal to "zero" side yard setbacks can be used with a generous setback provided for the other side yard.
- Variable lot dimensions can be used to allow flexibility in platting irregular blocks and result in greater land use efficiency and lower development costs. Alternating narrow and wide lots can be used to accommodate different housing plans and appeal to target markets.
- Accessory dwelling unit additions can be made to existing single family neighborhoods with reasonable design guidelines. A new, generally small accessory dwelling unit can be created by converting a garage, building over garages, dormer additions on second stories, or basement apartment conversions.
- Cluster housing can increase the standard single family densities of 6 units per acre to anywhere from 8 – 10 units by clustering homes together and sharing open spaces.
- Attached housing in the form of duplexes, triplexes and four-plexes can be added to existing neighborhoods on relatively small lots; allowing such development on large corner lots, while reserving interior lots for more traditional housing.
- Attached single-family development (townhouses or rowhouses) provide affordable homeownership opportunities. A single family attached dwelling with a common wall shared with other units and typically occupy narrow lots (25' to 32' wide) arranged in clusters or rows of 2 to 10 units, producing densities of from 8 to 12 units per acre. Each townhouse and townhouse lot (2,000 to 3,500 square feet) is individually owned and may be sold or rented, appealing to many markets.

## Multiple Family Residential Measures

- Garden apartments are typically two to three stories, contain 10 or more rental units within a single building, but do not have an elevator. This is the most common type of apartment construction, yielding 15 to 20 units per acre. Units can also be individually owned, with a condominium association owning exterior and common elements of the building, and the site and parking area. Condominium ownership can be built into a new project, or an existing apartment building can be converted to condominium ownership.
- Mid-rise apartments typically range from 4 to 8 stories in height and require service by an elevator, and may be constructed to densities of 20 to 50 units per acre.

## Mixed Use Residential Measures

- Mixed-Use (Commercial and Residential) developments can take many forms, including retail space on the ground floor with office space above, rental apartments above ground floor retail space, and structures combining offices and hotels or hotels and private residential units.
- These mixed-uses are often targeted in downtowns and neighborhood commercial areas where "around the clock" pedestrian activities are desired. There are few such projects in Oregon, and Molalla should not rely on any significant movement toward this type of real estate product over the planning period. It is likely, however, that "Mom and Pop" type of store fronts and small retail operations can develop in homes designated for mixed use as an affordable small business

opportunity. Mixed-uses could also take the form of adjacent commercial and residential uses in separate buildings within a neighborhood center.

- Home occupations can provide low overhead cost and assist in business start ups by allowing them to be operated from the home. These small scale businesses are typically allowed in residential zones, but require that the primary use of the premises remain residential. Careful regulation is needed to protect the residential character of neighborhoods while allowing reasonable business starts. Criteria generally focus on a list of allowable uses and conditions, or may be performance based (i.e. related to traffic and other impacts). In all cases, the home business is expected to move to a business zone when it out grows the permit parameters.

Residential areas should be designated to avoid incompatible commercial, industrial and other uses. The Molalla Municipal Code should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.

## Residential Land Use

The *Molalla Comprehensive Plan* Map indicates where residential development will be encouraged.

- **High-density development** is encouraged near the Central Business District. This density will assist the downtown in growth of its commercial business while providing a large amount of residential growth and maintaining the look and feel of Molalla and for the potential redevelopment of the downtown area.
- **Low-density** lots shall be provided in areas that provide scenic views and have access to trail and park (existing and proposed) sites throughout the City. Additional medium density single family residential shall be located in areas to the north of Main Street (Highway 211). These residential areas provide a buffer between commercial and residential living. This places homes in close proximity of schools and neighborhood parks.
- **Duplex Units:** Duplex units shall be encouraged in new single-family residential subdivisions on all corner lots. This requirement will assist in density and duplexes are a needed housing option, which integrates with the existing community, are energy and cost efficient.

**Preservation of Residential Densities:** If a parcel of land is sized and designated to allow development of substantially more than one dwelling unit, the siting of a single new dwelling unit on the parcel shall allow development of the remainder of the parcel to the density range of the zoning designation.

## Residential Plan Designations

**Low Density Residential:** This density provides for single-family dwellings and duplexes at densities of 4 to 8 dwelling units per net buildable acre. This plan designation is implemented by the Low Density Zone (R-1).

- Environmental Resources and Community Design Objectives.

- Provide quality and affordable housing.
- The City shall incorporate this zoning throughout the City in order to provide a balance in housing options and locations.

**Medium Density Residential** (renamed, previously “Two-Family Residential”): This plan designation provides for a mix of multi-family, attached and single family housing, and manufactured dwelling parks. This plan designation shall provide a density of 6 to 12 dwelling units per net buildable acre. This plan designation is implemented by the Medium Density Zone (R-2).

- Environmental Resources and Community Design Objectives.
- Provide mixed-use residential areas in close proximity to services and activity areas.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Medium-High Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing at 8 to 24 dwelling units per net buildable acre. This plan designation is implemented by the Medium-High Density Residential Zone (R-3).

- Environmental Resources and Community Design Objectives.
- Provide quality multi-family housing, which assists in buffering commercial and light industrial uses from single-family residential where possible as well as providing affordable housing alternatives.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Community Planning Areas** shall be identified with Community Planning Area Overlay on the Comprehensive plan map and may authorize more intensive land use densities and floor area ratios than residential zoning designated elsewhere in the City. Specific zoning districts shall be applied to implement policies and objectives for the Community Planning Areas, including minimum residential and employment density objectives. .

- A mix of pedestrian supportive commercial and residential uses shall be encouraged within Community Planning Areas.
- The Development Code shall provide for sufficient land and shall establish development regulations and design standards that coincide with these objectives and encourage new commercial and residential development within Community Planning Areas.
- Minimum floor area ratios shall be applied based on the implementing Community Planning Area Overlay District as depicted on the Comprehensive Plan Map.
- Garages should be accessed from alleys where alleys are provided.
- City owned alleys should be cleared and opened for access to rear garages.
- As development occurs garages shall be located off of alleys where feasible.

Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

## ***Molalla Community Livability***

### **Land Use and Development**

The type, location and design of development and supporting public facilities is critical to the livability of the community. In combination, community design standards are intended to blend the natural environment with urban development. The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### ***Residential Livability Goals and Policies***

#### **Residential Livability Goals:**

- ***Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, natural areas, shopping and employment centers.***
- ***Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.***
- ***To provide for urban growth while maintaining community livability while ensuring the efficient provisions of public facilities and services.***

#### **Residential Livability Policies:**

1. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
2. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
3. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.

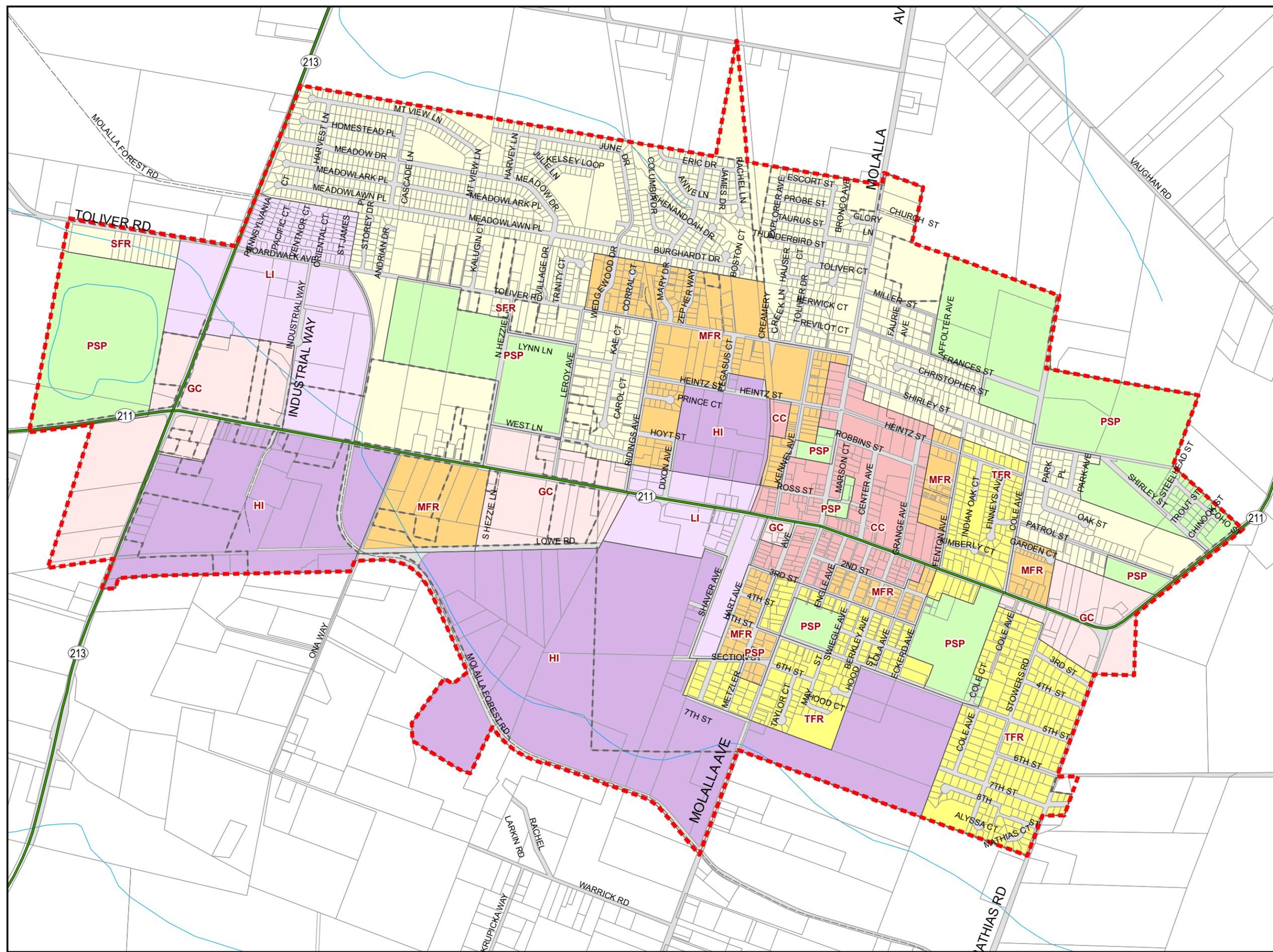
4. The City shall establish areas for housing development, schools and parks that are convenient to shopping areas and employment centers.
5. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi-public buildings, non-residential public buildings, and quasi-public buildings to ensure compatibility with the surrounding area.
6. Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.
7. The Molalla Municipal Code shall establish criteria for landscaping new development.
8. The City shall establish criteria for signage and sign placement.
  - a. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - b. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - c. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
9. The City shall work with housing and employment agencies to improve the housing and employment opportunities in the city to create a high degree of livability for the citizens of Molalla.
10. The City shall establish park locations throughout the City as well as encourage other recreational uses of the surrounding area.
11. The City shall ensure homes are built to federal, state and local standards.
12. Master land development and conservation plans may be required prior to annexation of land to the City. Master plans shall show how and where:

The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, fire, police, school and park facilities, as called for in adopted plans and standards.

  - a. Urban public facilities can be provided efficiently with the above public facilities and services.
  - b. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - c. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
13. The City shall coordinate with property owners in the development of housing, schools and parks that are convenient to shopping areas and employment centers.
14. Private and public developers shall be required to landscape their developments and protect identified natural features in order to develop needed parks and protect inventoried natural features in the community.

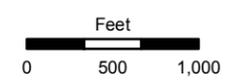
15. Design of developments within the community shall consider the design of individual buildings in relationship to the broader community.
  - a. Good architectural design is necessary to provide visual variety and allow for individual identity.
  - b. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.
  - c. The City shall establish criteria for signage and sign placement.
16. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside and visit.
  - a. Residential units should be permitted above or as an incidental use in conjunction with commercial development in the downtown area. These uses must go through a design review process.
  - b. Through the Transportation Systems Plan the City shall make efforts to relieve truck traffic through the downtown area.
  - c. The City may create and adopt a downtown revitalization plan.
17. Encourage landscaping of streets throughout the City.
  - a. The City shall establish landscaping requirements throughout the City including industrial zones in order to uphold the recreational theme and enhance the surrounding area.
  - b. The landscaping criteria shall be reviewed for each proposed land use application for industrial development.
  - c. Existing trees shall be preserved where feasible. New trees shall be incorporated into each landscape plan.
  - d. Landscaping and/or open space may be used to buffer non-compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.
18. When possible, schools shall be established close to housing, parks, and services.
  - a. Designate the school district's property and facilities for school purposes and coordinate expansion of the facilities, as they are needed.
  - b. The City will provide information to the school districts about proposed and actual residential developments within the City as well as continue to coordinate with the school districts for planning, scheduling, and construction of needed educational facilities.

# City of Molalla Comprehensive Plan Adopted 1980



- Legend**
- Comp. Plan Designations**
- Single-Family Residential
  - Two-Family Residential
  - Multi-Family Residential
  - Public or Semi-Public
  - General Commercial
  - Central Commercial
  - Light Industrial
  - Heavy Industrial
- Urban Growth Boundary
- City Boundary

1:12,800



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## **PART IV: PUBLIC FACILITIES & TRANSPORTATION**

### **GOAL 11: PUBLIC FACILITIES AND SERVICES**

*To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

#### ***Background***

Public facilities provide support for urban development and ensure a livable environment for citizens and businesses. These include sanitary sewer, water, storm drainage, transportation, parks, schools, local government, fire and police. Functional plans for public facilities are included in Volume III of the Molalla Comprehensive Plan. Park facilities are addressed in Part II of this Plan.

Functional plans for public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to background sections of public facilities plans are not considered amendments to the Comprehensive Plan itself.

1. **Primary Facilities and Services include:** Those which significantly impact public health and safety and are directly linked to the land development process, in terms of service capacity, location, and design, or directly affect public health and safety. Therefore, adequate provision must be made for these facilities/services prior to or concurrently with urban level development. These facilities and services include: sanitary sewer; water service; roads and transportation; storm drainage; police and fire protection.
2. **Complementary Facilities and Services include:** Those which complement the public health, safety and general welfare of urban residents and workers, but are not necessarily directly linked to the land development process or public health and safety. These facilities include: schools, library, and educational services; parks, recreation, and open space; solid waste; semi-public utilities; city administration; and health and social services. Complementary facilities and services directly affect livability and must be planned for in anticipation of development. However, complementary services may be provided subsequent to actual development – so long as there are binding agreements with service providers and the City to provide these services at a specific future date.

#### ***Public Facilities Goals and Policies***

##### **Public Facilities Goal:**

- *To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development.*
- *To ensure livable and complete neighborhoods – with adequate sanitary sewer, water, storm drainage, transportation, park and school facilities.*

- *To ensure that development pays its fair share for needed public facilities as called for in adopted plans.*

### **Public Facilities Policies:**

1. Molalla uses a three-step approach to planning for public facilities.
  - 1.1. First, general Policies and Implementation Measures are contained in the Comprehensive Plan.
  - 1.2. Second, individual master plans (e.g., Storm Water Master Plan, Transportation Systems Plan, etc.) are prepared and periodically updated to deal with specific facility requirements.
  - 1.3. Finally, the City shall periodically update its five-year Capital Improvement Program, based on these master plans, that is used for scheduling and budgeting of improvement projects.
2. The City shall coordinate with service providers and property owners to encourage the development of the public and private facilities that meet the community's economic, social, cultural, health, and educational needs.
3. The City shall require future urban level development to be served by an adequate level of public sanitary sewer, water, storm drainage, transportation, park and school facilities through the annexation and master planning process.
4. The City shall plan and provide an orderly and efficient arrangement of public facilities and services, consistent with an adopted schedule and approved functional plans.
5. As development increases, so does the requirement for improved and greater capacity facilities and services.
  - 5.1. The City continues to emphasize the need for providing adequate facilities and services in advance of, or in conjunction with, urban development. However, it also recognizes that not all facilities and services require the same level of service adequacy, simultaneous with development.
  - 5.2. The Comprehensive Plan, therefore, prioritizes facilities into primary and complimentary categories and establishes specific development policies for each facility or service.
6. The City shall ensure prior to issuance of building permits that construction will comply with federal, state, and local regulations.
7. The City shall coordinate with service providers to ensure that an adequate level of public facilities is available in advance of or in conjunction with urban development. In cases where adequate public facilities are not immediately available:
  - 7.1. The City may impose reasonable conditions of approval on that development, in terms of the provision of adequate services/facilities; and/or
  - 7.2. Land use permits may be conditioned upon future provision of an adequate level of facilities subject to a binding agreement that such facilities will be provided prior to the issuance of building permits.
  - 7.3. A phased development plan may be approved, subject to future provision of an adequate level of public facilities for each future phase.

8. Except where specifically approved by the City Council and as allowed by state law, new private water, sanitary, and storm systems are not allowed within the City limits. .
9. Where a shortage of facilities/services exists or is anticipated in the near future, and other alternatives are not feasible to correct the deficiency, the City may initiate a moratorium on development activity or to manage growth through a public facilities strategy, as provided by statute. In the event that State laws provide other alternatives to address shortages of facilities/services, the City will consider those alternatives as well.
10. The City shall coordinate with service providers to provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications, and air service to support the commercial and industrial needs of the community.
  - 10.1. Public facilities shall enhance the health, safety, educational, and recreational aspects of urban living.
  - 10.2. The City shall provide current state of the art facilities as required by federal, state and local government.
11. The City shall time the provision of facility construction and services to support planned urban development. Urban development will be allowed only in areas where adequate public facilities and services can be provided, and only within the City Limits, unless otherwise allowed by law.
12. Urban sanitary sewer and water service shall not be extended outside the Urban Growth Boundary in any case, except as allowed by state law.
13. Urban sanitary and water service shall not be extended outside the City Limits, with the following exceptions:
  - 13.1. An immediate and demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
  - 13.2. A Governmental agency is providing a vital service to the City;
  - 13.3. It is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time. To meet this criterion the owner of the property must sign an agreement that the City may annex or may require the applicant to annex at any time of the City's choosing.
  - 13.4. For this purpose when the City believes one of the criteria above have been proven and an extension appears necessary the recipient shall pay all costs incurred by the City and sign an annexation agreement or service provisions agreement with the City.
14. The City shall provide or coordinate the provisions of facilities and services concurrent with need, which may be created by new development, redevelopment, or upgrades of aging infrastructure. Those parties causing a need for expanded facilities and services, or those who benefit from such facilities and services shall pay for them.
15. The City shall coordinate with service providers such as utility companies to ensure adequate and efficient installation of needed services and equipment. The City of Molalla shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.

16. The City shall coordinate with the appropriate agencies to ensure adequate provision of health and social services and facilities. The adequacy of these facilities should be considered during the process of planning for future growth.
17. City facilities shall be installed in accordance with the City's urban growth policies, Public Works Design Standards, and the functional plan associated with each facility. The City shall monitor its facilities and determine when updates and upgrades are necessary to handle projected growth.
18. Developments shall be required to extend services/facilities to the full width of the property being served to provide for connection to adjoining properties.
  - 18.1. Unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
  - 18.2. When a major line is to be extended, the City may authorize and administer the formation of a Local Improvement District (LID).
19. To enhance aesthetic quality, promote public safety and to protect service lines from damage (e.g., ice/wind storms or vehicle accidents), as new development occurs all utility service lines serving the developing property shall be placed underground where feasible, in accordance with the City's Public Works Design Standards.
  - 19.1. The City shall encourage utility companies to place existing aboveground services underground, at the earliest possible time frame possible.
  - 19.2. Aboveground facilities such as transformers shall be placed within a building, which can maintain a common use for the area. Where possible such facilities should be coordinated with the landscaping to provide screening.
20. All major lines shall be extended in conformance to the line sizes indicated on the Master Plan and, at a minimum; provisions for future system looping shall be made. If the type, scale and/or location of a proposed development warrants minimum fire flows, the Director of Public Works may require completion of looped water lines in conjunction with the development.
21. Development, including temporary occupancy, that threatens the public's health, safety, or general welfare due to a failure to provide adequate public facilities and services, will not be permitted. Development applications will be allowed to proceed on the following basis:
  - 21.1. The cost of all utility line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service.
  - 21.2. In the course of site development, developers and service providers may be required to retain or improve native vegetation in identified riparian zones and landslide prone areas to decrease the amount of surface water run-off, to shade areas of surface water, to preserve areas of natural percolation, help stabilize landslide-prone areas, and reduce erosion. Replacement, enhancement, and/or restoration of vegetation, including the removal of invasive plants, may also be required depending on the type, scale, and location of development.
22. The City shall continue to construct, operate and maintain its water, sewer and storm facilities in conformance with Federal, State and Regional quality standards.

23. Semi-public facilities are privately owned and operated, but have general public benefit and may be regulated by government controls. They include a wide range of services from electric utilities to day care.
24. The City will continue to prepare/update and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan and continue to implement the Water and Sewer Master Plan.
25. Priorities will be established to ensure that adequate public facilities are available to support desired industrial and commercial development.
  - 25.1. A high priority shall be given to improvements to water, storm drainage, traffic circulation, and safety.
  - 25.2. It is not the intent of this policy for the City to subsidize commercial or industrial development. Developers continue to be primarily responsible for providing needed improvements.
  - 25.3. The City acts as the coordinating agent to ensure that adequate facilities coincide with development.
26. Development will coincide with the provision of utilities. These facilities shall be:
  - 26.1. Capable of adequately serving all intervening properties as well as the proposed development; and,
  - 26.2. Designed to meet City standards.
  - 26.3. Require the placement of utilities underground in new developments and seek means of under grounding existing above ground utilities, other than storm drainage facilities.
27. The Transportation Systems Plan shall ensure standards for street development, to include ingress and egress, street control, parking, on and off street, street landscaping and sign requirements in the development stage.

### **Public Facilities Funding Policies**

28. The City shall establish Systems Development Charges (SDCs) to provide and improve sanitary sewer, water, transportation, storm drainage, park, and recreation facilities.
29. The City may use the following or similar implementation measures to encourage achievement of the air, water and land resources goal: tax incentives and disincentives, land use controls and ordinances, multiple use and joint development practices, capital facility programming, and enforcement of local health and safety ordinances.
30. The City shall establish and maintain revenue sources to support the plan policies for urbanization and maintain needed public services and facilities.
31. Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments.
  - 31.1. The City may establish and collect Systems Development Charges (SDCs) for any or all-public facilities/services, as allowed by law.

- 31.2. The City may give SDC credits allowed by law when a proposed development provides additional improvements above and beyond what is normal.
- 32. The City shall continue to prepare and implement a Capital Improvement Program, with annual funding decisions made as part of the municipal budget process. As part of the Capital Improvement Program the City shall plan and schedule improvements to its water, sewer, park, or storm improvements needed to serve continued development.
- 33. The City Council shall investigate funding alternatives to property taxes for funding public facilities and services. The City shall seek outside funding for expansion, improvements, and repairs of City facilities wherever possible.
- 34. The City may explore opportunities for financing the development and maintenance of parks and open space, including a Park and Recreation or Special Service District to provide a full range of recreational opportunities to Molalla area residents.
- 35. Developers in the Molalla urban area shall be responsible for constructing public improvements that benefit their developments.
- 36. The City shall be responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan.
  - 36.1. Maintenance of the developed City Street System is a public obligation.
  - 36.2. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
- 37. The City shall coordinate with Clackamas County and ODOT to provide improvements to regional transportation facilities, which, due to inadequate carrying capacities, may hamper implementation of the City's Transportation Plan.
- 38. The City shall periodically update the Transportation Systems Plan (TSP) to meet changing transportation needs in the City..

### **Wastewater Facilities (Sanitary Sewer)**

- 39. The City shall coordinate with Clackamas County to monitor septic tanks both in the City and outside the City but within the urban growth boundary.
  - 39.1. Because of the poor percolation qualities and shallow water table associated with much of the soil in the planning area, urban level development will be required to utilize sanitary sewers.
- 40. All parcels within the City shall be served by sanitary sewer.
  - 40.1. The City of Molalla shall require all existing and new development within the City to connect to the sewer line within one (1) year of annexation.
  - 40.2. New development shall be required to connect to City sewer.
- 41. The City shall update its storm sewer and sanitary sewer master plan. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Molalla Planning Area.
- 42. The City shall develop implementation measures necessary to ensure that a storm sewer and sanitary systems are provided to areas designated urban.

43. Create and continually update a storm sewer master plan.
44. Adopt a general drainage policy outlining responsibilities, procedures, and guidelines for joint public and private participation in local drainage improvements.
45. The Master Plan and the Capital Improvement Program will continue to be the basis of establishing Systems Development Charges for storm drainage. The funds are used to upgrade the storm drainage system beyond those improvements required to serve individual developments. Provision of drainage control within a given development shall remain the responsibility of the developer, with the City assisting only so far as to assure the new system will also accommodate off-site drainage. In reviewing planned improvements, the City Engineer may specify the use of on-site or off-site storm water detention, based on specific site characteristics and drainage patterns of the area.
46. Molalla has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. The appropriate criteria will be established and implemented through the City's Public Works Design Standards.
47. Natural drainage ways shall be established as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion. The City Engineer may require the use of energy dissipaters to help minimize erosion.
48. Sediment and erosion control shall be provided consistent with the Public Works Design Standards. All approved open drainage channels and open detention/retention basins shall be designed, constructed, and maintained with appropriate safeguards to insure public health and safety.
49. All development proposals shall be accompanied by a storm drainage plan and hydrologic analysis adequate to meet the above policies and standards, unless waived by the City Engineer for good cause. No development permit shall be issued for any project until the Director of Public Works approves a storm drainage plan.

## **Water**

50. Obtain additional water supplies to meet the needs of Molalla through the year 2030.
51. Work with developers to secure underground water rights where feasible.
52. The City shall review and, where necessary, update the Water System Master Plan to conform to the planned land uses shown in the Comprehensive Plan and any subsequent amendments to the Plan.
53. The City shall continue to develop, operate and maintain a water system, including wells, pumps and reservoirs, capable of serving all urban development within the UGB.
54. In all water related issues, the City will comply with applicable State and Federal water quality standards.
55. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards.
56. All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the

air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.

57. High quality water supply and distribution systems shall be maintained to meet current and future domestic and industrial needs. The City will encourage coordination of water supply planning between the City and other water districts and private water systems where necessary.
58. Development and siting in locations without fire protection service shall be contingent upon the developer providing the services or the subsidizing of those services.

### **Storm Sewer**

59. Ensure that the City has an adequate storm detention system.
60. Where feasible existing culvert or piped drainage ways will be “day lighted” (converted from underground to surface facilities). Open drainage ways may be used as open space requirements for developments, provided that they meet the design requirements of the Planning Department.
61. Conversion of existing swales or drainage ways to culvert, piped systems, or linear ditches shall be permitted only where the Director of Public Works determines that there is no other reasonable site development option.
62. Ensure adequate storm drainage.
63. During development of a storm sewer master plan (see Public Facilities and Services element) the issue of water quality aspects of urban storm runoff shall be addressed.
64. Maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved. The City must approve alterations of any kind.
65. Regulations regarding the cleaning of private commercial and residential parking lots shall be addressed during development of the storm sewer master plan.
66. This City shall require developers to utilize natural drainage ways in the storm drainage plan.
67. Require all future utilities to be placed underground, other than storm drainage facilities.

### **Solid Waste**

Currently solid waste from the City of Molalla is transported by contractors to Oregon City, which is in the Portland Metro Area. Within the Portland metropolitan area solid waste disposal has been a concern for many years. The average family of four generates about 4 tons of garbage a year, which ends up in sanitary landfills. The existing landfills in the metropolitan area have been filled and it is no longer feasible to site new ones. Garbage from the Portland region is now hauled, at considerable expense, to Eastern Oregon for disposal.

68. This Plan recognizes that a successful solid waste management plan will have to deal with much broader issues than just landfills.
69. Such a regional plan must address the issue of throwaway products and emphasize programs for waste reduction rather than discard as a long-term solution.

70. Work to assist in solid waste management wherever possible and seek economical and convenient solid waste disposal for City residents through the franchise granting process.
71. The City shall support the district supplying solid waste service to Molalla in its efforts to provide suitable sites for solid waste disposal. The City shall coordinate with contractors to ensure the City has solid waste disposal service.
72. Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.
73. The City shall encourage a continued cooperative recycling effort within the Molalla Urban Growth Boundary as well as work together to gain one hundred (100) percent disposal of waste at appropriate landfill sites and discourage the dumping of wastes on public and private lands. The City shall ensure the collection of solid waste.
74. The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials.

### **Molalla River School District No. 21**

The Molalla River School District provides the Molalla community with kindergarten through twelfth grade with school facilities located both inside and outside the city's UGB. . The following coordination policies commit the City to working with District 21 in planning for community growth:

75. The City and the District 21 School District Board shall coordinate regarding planned urban development and the location and service needs of District schools.
76. The City shall coordinate with District 21 to ensure that adequate future school sites are available within the Urban Growth Boundary (UGB), depending on the timing of planned facilities, as necessary.
77. Future schools should be located to provide reasonable access to the student population served as recommended in Policies 78-80 below.
78. Elementary Schools:
  - 78.1. Should be located near the center of existing or future residential neighborhoods within safe and reasonable walking distance of as many students as possible.
  - 78.2. Whenever possible, be on residential streets which provide sufficient access for buses and other necessary traffic but have a minimum of non school-related vehicle activity.
79. Middle and High Schools:
  - 79.1. Should have adequate, safe and direct access from the principle street network.
  - 79.2. Should be in locations central to the population served.
  - 79.3. Should be designed, sited and constructed to encourage the use of walkways, bikeways and public transit.
80. Developers shall coordinate with District 21 through the master planning process, to ensure that an adequate level of school facilities are provided to support residential development, as land is annexed to the City.

## **Police and Fire Protection**

Police protection in Molalla is provided 24 hours a day, 7 days a week. The police department is presently located in the rear section of the City hall building located at 117 North Molalla Avenue.

81. The location of City Hall and the Molalla Police Department should be in a central location.
82. The police department coverage includes all areas within the existing City Limits and shall continue to do so as land is annexed to the City.
83. The City shall maintain a police level-of-service standard appropriate to service level and budgeting availability.

The Molalla Rural Fire Protection District is responsible for maintaining and upgrading fire-fighting apparatus and making necessary capital improvements such as new fire stations. However, the overall effectiveness of its operations is significantly affected by the location and design of urban development.

84. The Fire District coverage includes all areas within the existing Urban Growth Boundary.
85. Provide fire protection consistent with the health, welfare, and safety of Molalla citizens.
86. The City shall require that all buildings be designed to meet such standards as may be agreed to by the City and the Fire District.
87. The City shall also continue to coordinate with the Fire District in maintaining accurate maps (including addressing) and land development records.
88. New construction shall meet state fire marshal requirements for accessibility and water supply.

## **City Hall and Library**

The City has a need for a larger more up-to-date building in which to house the City Hall and the Police Department. The building currently being used is outdated and much too small to handle the needs of the City. Molalla's City Hall is located on North Molalla Avenue, north of Main Street. City Hall provides office space for all administrative functions of the City.

89. There is a need for the City to find a suitable replacement for the current outdated and undersized City Hall and Police Station. This site shall be easily accessible to the public.

The Public Library is located in the southern portion of the City on 5th Street just east of South Molalla Avenue; it houses computer labs, a small conference room, offices, and accommodates library staff.

## **Semi-Public Utilities**

Semi-public utilities are privately owned and operated companies, but have general public benefit and may be regulated by governmental controls. They include energy and communications facilities and services. Utilities in this category include communications, broadband, natural gas, and electric services. These services and facilities are adequate to serve the City of Molalla at this time.

90. The City shall coordinate with semi-public utilities in the provision of services to new development and in planning for future development.

## **Health and Social Services**

Health care facilities and services are provided by a variety of public and private agencies throughout the area. There are two hospitals approximately 17 miles from Molalla: Willamette Falls Hospital lies to the north in Oregon City; and Silverton Hospital lies to the south in Silverton. There are several other medical facilities throughout the City including Silverton Hospital's urgent care facility in Molalla. Social services are also provided by a variety of agencies, including State and County facilities and volunteer or non-profit organizations. Many of these facilities within the City of Molalla are extremely limited in capacity and additional facilities will be needed to support future population growth.

91. The City shall coordinate with health and social service providers in planning for future development.
92. As Molalla grows it will eventually require its own hospital facility and should plan accordingly.

## **United States Post Office**

A United States Post Office is located on Robbins Street west of Grange Street. Postal service is provided over a large area via rural route carriers. Rural carriers or post office boxes provide service within the City limits. As the City has grown the post office has maintained its current size.

## **Electrical Services**

93. Transmission lines should be located within existing corridors, which shall be utilized for multiple purposes to the greatest extent possible.
94. Substations and power facilities shall be landscaped.

## **GOAL 12: TRANSPORTATION**

*To provide and encourage a safe, convenient, and economic transportation system.*

### ***Background***

The City has an approved Transportation Systems Plan or TSP. (2001 Molalla Transportation Systems Plan). The Molalla TSP provides background information, analysis, policies and standards for the various modes of transportation that serve the City's growing population. The TSP has been acknowledged for compliance with Goal 12 (Transportation) and the Goal 12 administrative rule (OAR Chapter 660, Division 12) by the Land Conservation and Development Commission.

Molalla is served by State Highway 211 (designated as Main Street within the City Limits) and State Highway 213, which runs north and south along the western edge of the city, connecting it to I-205 in Oregon City and I-5 in Salem. Highway 211 is the only east/west through street within the City. Highway 211 connects with State Highway 26 in Sandy, 40 miles to the northeast, and State Highway 99E in Woodburn, 13 miles west of Molalla. There is also an interchange with Interstate 5 in Woodburn. Highway 211 is the major traffic carrier between Woodburn and Estacada.

State Highways 211 and 213 provide essential transportation linkages for Molalla's growing economic and population growth – and connect the City to the Portland and Salem metropolitan areas. However, traffic volumes on most transportation routes in Molalla have risen over the years as the population has increased. Without appropriate mitigation measures, increased congestion and delays conflict with local and statewide planning goals and rules. These increasing volumes, which include a high percentage of trucks and other large vehicles, are changing the atmosphere of the downtown commercial district and causing an unsafe and unattractive environment for pedestrians and bicyclists. Improving and maintaining system capacity over time creates challenges to the City, County and ODOT planners. Policies to address the continued functionality of these highways are found in the TSP.

### ***Transportation Goals and Policies***

#### **Transportation Goals:**

- ***To reduce congestion and provide for a safe and convenient transportation system throughout the City of Molalla.***
- ***Conserve energy.***
- ***Minimize the vehicular impact upon the City of Molalla and integrate Molalla with the various transportation planning and development systems within the state.***
- ***Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.***
- ***Identify and prioritize transportation improvement needs in the City of Molalla, and identify a set of reliable funding sources that can be applied to those improvements.***

- *The City will promote alternative modes of transportation.*
- *The City of Molalla is committed to the promotion of a balanced, safe and efficient transportation system and shall make every effort to satisfy this commitment.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*
- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla and identify a set of reliable funding sources that can be applied to those improvements.*

## **Goal 12 Policies**

### **Streets and Roads**

1. Molalla is committed to updating the TSP, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18 of the Molalla Development Code. Any zone change made prior to the TSP update will require a transportation impact study.
2. Require right-of-way dedication during redevelopment for new street, sidewalk or accessway connections.
3. Require reciprocal access easements during redevelopment to facilitate shared access between non-residential developments.
4. Ensure property owners maintain the streetscape (between the curb and their property).
5. Consider designating sections of State Highway 211 as a Special Transportation Area.
6. Consider implementing the preferred development Downtown District alternatives listed in the Downtown Development/OR 211 Streetscape Plan, including
  - a. The preferred cross section into the City's proposed TSP; and
  - b. Requiring right-of-way dedication north and south of State Highway 211 a Downtown STA to obtain the required 66 foot wide right-of-way width through new development.
  - c. Require dedication of right-of-way along State Highway 211 west of Molalla's downtown where necessary to allow for upgrades.
  - d. Ensure that redevelopment places utilities underground.
7. Strengthen the City of Molalla's business community by considering the implementation of a mixed use Central Business District (CBD) that concentrates pedestrian-oriented commercial/retail uses within a district that is easily walkable. Allow residential uses in the CBD and high density residential nearby to allow for sufficient local population to support the CBD.
8. Improve pedestrian circulation and safety by requiring sidewalk improvements with redevelopment and enforcing maintenance of pedestrian facilities.
9. Where possible, the General Commercial zone shall accommodate pedestrian-oriented designs.
10. Access Management:

- a. The function of existing and planned roadways as identified in the adopted Transportation System Plan shall be protected through the application of appropriate access control measures.
  - b. The function of existing or planned roadways or roadway corridors shall be protected through the application of appropriate land use regulations.
  - c. The potential to establish or maintain accessways, paths, or trails shall be considered prior to the vacation of any public easement or right-of-way.
  - d. Right-of-way for planned transportation facilities shall be preserved through all practical means.
  - e. Consolidate driveways/curb cuts to the greatest extent practicable.
  - f. Minimize the width of curb cuts.
11. Develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
  12. Cooperate with and notify all appropriate local, state and federal agencies and transportation interest groups when a land use application is submitted that potentially impacts a transportation facility. Notification will help to identify agency standards and provide an efficient and economical transportation system.
  13. Planning decisions shall conform to the Comprehensive Plan, Zoning Maps, and supporting documents. The future roadway network plan as identified by the Transportation Systems Plan shall be the conceptual framework for future streets. Final street alignments will be refined through the development review process.
  14. A list of transportation system improvements which are allowed, conditionally allowed and permitted through other procedures will be listed in the Zoning Ordinance to implement the TSP.
  15. Continue to designate arterial, collector, and local streets for urban and rural areas with the Urban Growth Boundary.
  16. Emphasize maintenance of existing roadways with improvements where appropriate to improve traffic flow and safety at a reasonable cost.
  17. Strive to upgrade substandard streets as funds become available.
  18. Investigate all possible sources of funding for street improvements.
  19. Coordinate with the Oregon Department of Transportation to improve State Highway 211 in Molalla to provide general improvement of traffic circulation and safety.
  20. Coordinate efforts with Clackamas County with regard to actions that affect Molalla Avenue.
  21. Continue to explore possibilities for developing an alternative truck route to divert truck traffic away from the Central Business District (CBD).
  22. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
  23. Protect the quality of neighborhood and the community.

24. Provide for adequate street capacity and optimum efficiency.
25. Promote adequate transportation linkages between residential, commercial, public, and industrial land use.
26. Provide for the needs of the transportation disadvantaged in the greatest extent possible.
27. Maintain an up-to-date functional classification system that addresses all roadways within the urban growth boundary.
28. In conjunction with the functional classification system, identify corresponding street standards that recognize the unique attributes of the local area.
29. To identify existing and potential future capacity constraints and develop strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.
30. Evaluate the need for modifications to and/or the addition of traffic control devices.
31. Identify existing and potential future safety concerns as well as strategies to address those concerns.
32. Develop and periodically update a prioritized list of transportation improvement needs in the study area.
33. Develop construction cost estimates for the identified projects.
34. Continue to evaluate the adequacy of existing funding sources to serve projected improvement needs.
35. Continue to evaluate innovating funding sources for transportation improvements.
36. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City and coordinated with the Parks Master Plan.
37. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
38. Encourage the continued use of public transportation services and identify improvements to further promote transit in the community.

### **Other Modes of Transportation**

1. Coordinate with Southern Pacific Railroad to construct a future multi-use trail or path along the rail corridor located in Molalla.
2. Encourage the use of alternative modes of transportation through a system that ensures mobility for all users.
3. Encourage a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
4. Encourage the continued use of public transportation services and identify improvements to further promote transit in the community.
5. Support the development of pedestrian/bikeways along Molalla's road network to the greatest extent possible.

6. Coordinate with the public and private sector for the establishment of pedestrian/bikeways.
7. Seek outside funding wherever possible for bicycle pathways and other energy saving methods of transportation.
8. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
9. Provide for the needs of the transportation disadvantaged in the greatest extent possible.

Molalla's Goal 12 policy framework is found in the adopted and acknowledged Molalla Transportation System Plan (TSP). This functional plan addresses all applicable transportation modes in Molalla and includes transportation facility policies and design standards. Molalla is committed to updating the TSP to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18). Any zone changes made prior to the TSP update will require a transportation impact study.

## **PART V. URBAN FORM AND GROWTH MANAGEMENT**

### **GOAL 13: ENERGY CONSERVATION**

*Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.*

#### ***Energy Conservation Goals and Policies***

##### **Energy Conservation Goal**

- ***To conserve energy in existing and proposed community development.***

##### **Energy Conservation Policies**

1. The City shall encourage alternative energy sources. Conservation of energy shall be encouraged at all times.
2. In order to reduce future demands for electrical energy, the City shall:
  - 2.1. Encourage incorporation of alternative energy sources (e.g., solar, etc.) into new construction, as well as retrofitting of existing development.
  - 2.2. Consider joint efforts with PGE, Army Corps of Engineers, ETO (Energy Trust of Oregon), Clackamas County, and other government agencies, to study the potential for local power generation.
3. To set an example for proposed developments, the City will incorporate energy efficient designs into construction of City buildings and facilities.
4. The City will review and revise existing street lighting standards to provide adequate safety while minimizing the demand for power (e.g., use of minimum number of lights, use of energy-efficient lights such as high pressure sodium lamps.).
5. To conserve energy by using energy conservation as a determinant in:
  - 5.1. The location of various land use activities (residential, commercial, industrial).
  - 5.2. The design and development of a transportation system.
  - 5.3. The design and construction of housing and other structures.
6. The City may use the following or similar implementation methods to encourage achievement of the energy goal:
  - 6.1. Reduced lots sizes and increased housing density;
  - 6.2. Increasing solar access;
  - 6.3. Use of alternative energy sources, such as wind;

- 6.4. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste;
- 6.5. Encourage energy responsive state building codes and use of LEED standards<sup>5</sup>
7. Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.
8. Energy conservation shall be addressed in the Transportation System Plan by reducing reliance on single-occupancy vehicles. This should include development of bicycle/pedestrian paths, or express bus system.
9. The City shall:
  - 9.1. Actively assist and encourage the development of alternative sources of energy.
  - 9.2. Encourage conservation techniques for all new industrial, commercial, and multi-family developments, and encourage site planning, landscaping and construction which support solar energy use and conservation.
  - 9.3. Encourage renewal and conservation of existing neighborhoods and buildings, and create a multi-centered land use pattern to decrease travel needs. Infill development is encouraged. Close relationships among developments for living, working, shopping and recreation are encouraged through planned mixed-use zoning.
10. Provide for higher density, encourage more common-wall residential development types as an alternative to single family detached housing.
11. Encourage recycling and conservation efforts.
12. With any proposed change in the Urban Growth Boundary, consideration shall be given to energy conservation.
13. Land use planning shall encourage the efficient use and re-use of buildable lands within the urban area.
14. Consider and foster the efficient use of energy in land use and transportation planning.
15. The City shall consider adoption of the Oregon Department of Energy's Model Conservation Ordinance.
16. Local building officials shall perform initial and final inspections after completion of all new construction and provide stamped certification of compliance with state building codes.
17. Research appropriate standards to protect the availability of sunlight and wind as energy sources.
18. The City shall explore the feasibility of a mini-transit system as funds are available.
19. Compliance with approved public facilities plans is expected. Information shall be made available concerning local conservation programs.

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<sup>5</sup> The Leadership In Energy and Environmental Design (LEED) Green Building Rating System is an independent certification program that provides voluntary guidelines for developing high-performance, sustainable buildings.

## GOAL 14: URBANIZATION

### ***Agricultural and Forest Lands Protection***

Molalla is a rural community with farmland located near the City in all directions. One of the factors considered in location of the Urban Growth Boundary was the preservation of that agricultural land and buffering between agricultural and urban uses. Large agricultural areas remain in all directions of the City outside the existing growth boundary. There is a large residential exception area directly to the south of the existing UGB. If the City should ever expand its current Urban Growth Boundary, consideration will be given to agriculture and forest land to minimize impacts on such lands as required by the priorities for urban growth boundary expansion in ORS 197.298.

Statewide Planning Goals 3(Agricultural Lands) and 4 (Forest Lands) do not apply within Molalla Urban Growth Boundary (UGB) because there are no lands designated for farm or forest use within the UGB. Impacts on agricultural and forest land were considered when the UGB was adopted and acknowledged by the Land Conservation and Development Commission (LCDC) in 1981 and will be considered further during any UGB amendment process. Goals 3 and 4 will continue to protect agricultural and forest land outside the UGB.

### **Rural Land Protection Policy**

- ***Protect agricultural and forest land outside Molalla Urban Growth Boundary until needed for development consistent with Statewide Planning Goal 14 (Urbanization)***

### ***The Urban Growth Boundary***

Statewide Planning Goal 14 requires that Molalla and Clackamas County jointly adopt a 20-year urban growth boundary (UGB) that defines where urban services will be provided to serve existing and planned urban development. Urban services cannot be extended outside the UGB to serve rural land. Thus, the UGB defines where urban growth can occur, and where it cannot. The UGB separates urban from rural land. The initial Urban Growth Boundary was adopted in 1981.

The “need” section of Goal 14 requires that the UGB must be large enough to accommodate population and employment growth needs (including parks and schools) for the 20-year planning period:

***Establishment and change of urban growth boundaries shall be based on the following:***

- (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.***

***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.***

The “location” section of Goal 14 sets forth criteria for determining the direction of urban growth:

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

If the UGB is ever expanded, the City will show how land within the UGB can be developed at urban densities and served efficiently with sanitary sewer, water, storm drainage and transportation facilities. The City will also consider economic, social, environmental and energy consequences of alternative growth options. ORS 197.298 requires all cities in Oregon to include rural residential areas before moving into farm and forest resource land, and to include lower value resource areas (such as grazing land without irrigation) before bringing in higher value resource areas. Thus, the locational criteria in Goal 14 require a comparative evaluation of potential UGB expansion areas that can reasonably be expected to meet identified needs.

### **Molalla's Urban Growth Boundary (UGB)**

***Urban growth boundaries shall be established to identify and separate urbanizable lands from rural land.***

### ***Urban Growth Area Information***

Molalla's history of growth is partly the result of its physical location and price of land. Molalla continues its cooperative and participatory approach to growth management in order to preserve the local quality of life as additional people move into the urban area. As a participant in regional planning efforts, Molalla must deal with complex issues accompanying growth and maintain a common framework for the community for traffic congestion, loss of open space, speculative pressure on rural farm lands, rising housing costs, diminishing environmental quality, demands on infrastructure such as transportation systems, schools, water and sewer treatment plants, and vulnerability to natural hazards.

Based on a preliminary analysis, utilizing the housing and jobs projections discussed in previous sections, and a buildable lands inventory completed by the City in 2008, it is likely that the current urban growth boundary (UGB) is not sufficient to accommodate the required 20 years of growth.

Phase II of this Plan update will include a detailed analysis of the UGB and if it is found inadequate, will include all the analyses needed to identify areas to expand the UGB to accommodate growth. However, based on preliminary buildable lands inventory figures, it is likely Molalla's UGB has a deficit of both residential and employment lands.

**Table 14-1: Preliminary 2014-2034 Residential and Employment Land Surplus (Deficit)<sup>6</sup>**

Land Use	Land Need - Gross Acres	Buildable Acres	Land Surplus/ (Deficit)
Housing	289	71	(218)
Employment	121	212	91

*Source: Winterbrook Planning, 2009 and City of Molalla*

The Urban Growth Boundary defines where urban growth will occur in the future. It is inevitable that there will be impacts on the community due to this growth. Social impacts associated with urbanization are difficult to measure but affect everyone in the community. General congestion and inconvenience is felt from an increased number of people at banks, stores or restaurants. The City shall work to alleviate congestion problems usually associated with urbanization by designating enough commercial lands and locating these commercial lands strategically around residential and industrial development with adequate ingress and egress from the area.

The economic impacts of urbanization can be counted as benefits and costs to a community. Economic benefits result from increased tax revenues from businesses and homeowners. Local businesses also benefit through increased sales to additional people who shop in our town. Molalla is encouraging the economic benefits by designating adequate amounts of industrial and commercial land to provide jobs for local residents and stimulate the flow of money through the local economy. Urbanization also creates additional demands on energy supplies. New homes and businesses will need energy in the form of oil, natural gas, and/or electricity. Urbanization may lead to traffic congestion and an increased consumption of gasoline by automobiles. Molalla has attempted to reduce increased energy demands by encouraging energy efficient homes and supplying sufficient industrial and commercial lands to keep more citizens in town rather than commuting.

Urbanization can lead to a wide range of environmental impacts. Molalla plans to mitigate these impacts by providing adequate land, appropriate land use designation, the proper location of its urban growth boundary and judicious land use planning to reduce environmental impact in the Molalla UGB:

- Water pollution can be caused by increased runoff from development, industrial waste and erosion when ground cover is removed. By providing adequate services to developing areas and protecting water resources during development water pollution can be reduced.
- Noise pollution is a result of urban development due to consideration of activities in a relatively small area. By locating services of noise away from residential areas and providing buffer shall reduce noise pollution.

Molalla's Urban Growth Boundary was established in 1981 to provide a 20-year supply of land. It is now nearly 30 years later, and the City has not updated its UGB. Substantial analysis indicates that Molalla currently does not contain an adequate supply of residential, commercial, industrial, or public land to meet the needs of the City.

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<sup>6</sup> Does not account for land needed for public/semi-public uses.

A land survey of the City shows 82% (1,326 acres including streets) of the City's land mass is currently developed. The remaining 282 vacant acres are in all land classifications. Residential lots vary from 5,000 square feet, mainly in the downtown section of the City, to over six (6) acres in size.

Commercial uses occur mainly along Main Street and Molalla Avenue and along Highway 211 and Highway 213. There is also limited commercial development at the intersection of Highway 211 and Mathias Road in the eastern section of the City.

### **ORS 197.298 Priorities for urban growth boundary expansion and Area Soils**

If utilizing the coordinated population forecast, ORS 197.298 requires that once 20-year need has been demonstrated, the City must consider bringing in rural residential exception areas into the UGB before farm or forest land resource land, and that agricultural lands with lower quality soils be included before those with higher quality soils. Because much of Molalla's lower quality Class III and IV soils are hydric (wet) in character, and because wetlands are not suitable for meeting the City's planned growth needs, little purpose would be served by bringing unbuildable wetlands into the UGB.

Soil data is important in determining possible limitations for various potential uses on specific parcels of land. Further, the statewide goals require that plans be based upon an inventory of known hazards in an attempt to avoid such problems as development occurs.

Molalla is located in an area of soils called Concord-Clackamas-Amity and Briedwell Associations. These associations of soils have high seasonal water tables and a depth to hard rock of 20 to 40 inches. These soil types can be characterized within the silt classification as clay, gravel or loam; all being somewhat poorly drained.

Definition of Land Classification – The State has defined the soil types within Oregon by each county. For this purpose the City of Molalla will use the report for Clackamas County, which identifies eight (8) types of soils. These soils are classified with Roman Numerals I through VIII.

- Class I – Soils have few limitations that restrict their use.
- Class II – Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.
- Class III – Soils have severe limitations that reduce the choice of plants that require special conservation practices, or both.
- Class IV – Soils have very severe limitation that reduce the choice of plants, require very careful management, or both. They are poor for cultivated crops. All four-capability classes can be used for pasture, woodland, and wildlife food and cover.
- Class V – Soils are not likely to erode but have other limitations, impractical to remove, that limit their use.
- Class VI – Soils have severe limitations that make them generally unsuitable for cultivation.

- Class VII – Soils have very severe limitations that make them unsuitable for cultivation.
- Class VIII – Soils and miscellaneous areas have limitations that nearly preclude their use for commercial crop production.

The soils in the Molalla area are generally Class II, III, and IV soils. There are very few areas with Class I soils. There are very few Class V, VI and VIII soils.

### **Proposed Land Efficiency Measures**

In response to rapid growth over the last several decades, the City may consider plans to implement provisions to establish a framework for efficient growth management:

1. Minimum density standards for all zones;
2. Increased opportunities for affordable housing types (small lot single family, attached dwellings, multiple family, and manufactured dwellings) in medium density zones;
3. A new high density overlay district to ensure that *only* multiple family construction occurs in certain areas of the community;
4. A Community Planning Area Overlay for more efficient land use and higher density housing mixes;
5. Design standards to allow and mitigate for these smaller lots and higher densities, while maintaining a small-town feel.

### ***Urbanization Goals and Policies***

#### **Urbanization Goals:**

- *To adopt an urban growth boundary (UGB) which assures that adequate vacant buildable land is available for all uses to the year 2034.*
- *To coordinate with Clackamas County in order to manage the urban growth boundary and the conversion of land within the boundary for urban uses.*
- *To provide for the orderly and efficient provision of public facilities and services.*
- *To encourage development in areas already served by major public facilities before extending services to unserved areas.*
- *To plan for future growth opportunities recognizing the limitations imposed by farm and forest land immediately outside the existing UGB.*

#### **Molalla Urban Growth Management Policies:**

The City believes that uncontrolled rapid growth can seriously impact the city’s current living and working environment and overload available public facilities and services. The City recognizes the area will continue to grow and has taken on the responsibility to provide for anticipated growth.

State law requires the City to designate a 20-year supply of buildable land for planned urban development: that is, for needed housing, employment, and community services. State law and local

policy also require that adequate public facilities be provided to serve this land and to ensure community livability. This plan seeks a balance of those factors by insuring that a reasonable service level of public facilities is maintained to support urban growth.

Molalla's rapid growth is clearly demonstrated within the current City Limits. There was twice as much development from 1996 to 2003 as was developed from 1979 to 1995. During this time the population in the City of Molalla has doubled.

### **Immediate Urban Growth Areas and Annexation to the City**

1. Urban development will be encouraged within the UGB consistent with applicable zoning standards and where other requirements of the Comprehensive Plan have been met.
2. The City will encourage a balance between residential, commercial, and industrial land use, based on the provisions of this Comprehensive Plan.
3. All lands in the City Limits are available for development when desired by property owners, and are consistent with the Comprehensive Plan, zoning and subdivision provisions.
4. Immediate urban lands may be annexed to the City subject to approval of a master land development and conservation plan.
  - 4.1. Immediate urban lands are, by definition, those which can be readily served, at an adequate level, by public facilities and services identified in Part IV of this Plan and are located inside the city's UGB.
  - 4.2. Efficient land use and provision of urban services will be maximized by encouraging new development at densities prescribed by the Comprehensive Plan and Land Use Ordinances, and through the infilling of partially developed lands.
5. The City may require master land development and conservation plans prior to – or in conjunction with – annexation of land to the City. Master plans shall show how and where:
  - 5.1. The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, school, fire, police, and park facilities, as called for in adopted plans and standards.
  - 5.2. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - 5.3. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.

### **Planning/Zoning Procedures**

The City is building out, with much less undeveloped property than in the past. Portions of the undeveloped areas are currently served with adequate public facilities for urban level development. Other areas are not adequately served and the service levels vary throughout the City.

Therefore, in order to provide a process to insure orderly development consistent with the availability of adequate public facilities, and to mitigate adverse impacts to existing neighborhoods and inventoried

natural features, the City shall review development applications for conformance with procedures and standards set forth in the Molalla Municipal Code. The Development Code clearly defines the standards that must be met to obtain a Zone Change and/or Site Development Permit.

6. The City shall encourage redevelopment activities and increased population densities based on clear and objective standards found in the Development Code.
7. Development shall be coordinated with the extension of public facilities and services necessary to assure safe, healthy, and convenient living conditions.
8. New development shall be encouraged at maximum densities prescribed by the Comprehensive Plan, subject to design standards found in the Development Code, and through the infilling of partially developed areas.
9. Community Planning Areas may be used as a tool to focus on higher densities and various revitalization projects. These planning areas shall encourage walking and bicycle use. Key components of the Community Planning Areas shall include:
  - 9.1. A pedestrian orientation
  - 9.2. Increased intensity of certain land uses
  - 9.3. Public amenities, including pedestrian spaces and community facilities
  - 9.4. Multi-modal circulation linkages and
  - 9.5. Convenient access to commercial areas.
10. The City may require that development along significant natural features shall include public access.
11. The Comprehensive Plan shall include an inventory of significant natural features – Goal 7 natural hazards and Goal 5 resources such as stream corridors – and shall protect such resources based on clear and objective development standards.



# MEMORANDUM

To: Shane Potter, City of Molalla  
 From: Jesse Winterowd  
 Date: Dec 22, 2009  
 Re: **Employment Land Needs Analysis, 2030 & 2030-2060**

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## INTRODUCTION

Molalla is in the process of reviewing the need for – and supply of – suitable industrial land within its 20-year urban growth boundary (UGB). The City is also considering how much and what type of land should be included with its year 2060 urban reserve area (URA). This memorandum is intended to provide the factual and analytical basis for allocating future employment land within the 2060 URA and the 2030 UGB.

In 2004, the City of Molalla contracted H.D. Hovee and Company (Hovee) to prepare an economic analysis and strategic plan in order to meet Statewide Planning Goal 9 (Employment) requirements, and for use in determining 20-year employment (industrial and commercial) land needs. The *Molalla Economic Profile* (Hovee, 2004) provides 20-year population and employment projections, an assessment of employment trends, and a commercial and industrial land demand analysis.

The Economic Profile notes:

*“The approach taken in this analysis to Molalla’s future employment is based upon the city’s policy objective to improve its jobs-housing balance and regain its status as a somewhat independent economic region rather than a bedroom community serving employers elsewhere in the region. This employment projection is therefore appropriately termed as a policy projection rather than a market-based forecast.*

*It is recognized that this policy projection is more aggressive than Metro’s preliminary jobs forecast for the Molalla area. Molalla’s employment policy*

*projection is based upon a 2025 jobs-housing target of 1.6 jobs per housing unit, equivalent to the jobs-housing balance of the entire metropolitan region as of 2002.*

*This recommended jobs-housing target represents a significant increase from Molalla’s current jobs housing balance, but would be roughly half of the community’s peak jobs to housing ratio experienced in the mid 90s.”(Pages 11-12)*

The Goal 9 (Economy) administrative rule provides guidance to local governments regarding the preparation of economic plans (OAR Chapter 660, Division 009). OAR 660-009-0025(1) states that:

*“...the plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.”*

This memorandum, the *Employment Land Needs Analysis*:

- builds on the analysis provided in the Economic Profile;
- extends the 20-year planning period from 2025 to 2030;
- adjusts projected population to reflect “safe harbor” population growth through 2030;
- identifies and projects site requirements of firms that are likely to locate in Molalla;
- determines 2010-2060 employment land need based on projected population and employee/acre ratios.

The conclusion of the *Employment Land Needs Analysis* is summarized in Table 1 below. The City of Molalla will need a total of 759 net buildable acres to meet 2010-2060 URA employment land needs.

**Table 1: 2030 and 2030-2060 Net Land Need and Supply\***

<b>Year</b>	<b>Employment Land Need</b>	<b>Employment Land Supply</b>	<b>Acres Surplus (Deficit)</b>
2010-2030	281	212	(69)
2030-2060	689		(689)
<b>2010-2060 Total</b>	<b>971</b>	<b>212</b>	<b>(759)</b>

Source: Winterbrook Planning  
\*Net buildable acres

## EMPLOYMENT SECTOR GROWTH

Employment growth in Molalla was projected through 2025 by the *Economic Profile*, and extended through 2030 and 2060 by Winterbrook. Table 2 summarizes the 2025 employment sector projection provided by the *Economic Profile*. In 2025, Hovee projected that Molalla would have about 6,145 employees, concentrated primarily in the Services, Retail, and Manufacturing sectors.

**Table 2: Hovee 2025 Employment Sector Projection**

<b>Sector</b>	<b>2025 Projection</b>	<b>Percent</b>
Agriculture, Forestry	61	1%
Mining	61	1%
Construction	430	7%
Manufacturing	676	11%
TCPU	246	4%
Wholesale	246	4%
Retail	1,045	17%
FIRE	307	5%
Services	2,151	35%
School	615	10%
Government	307	5%
<b>Total</b>	<b>6,145</b>	<b>100%</b>

Source: H.D. Hovee

Five years have passed from the time the Economic Profile was completed. Table 3 extends the sector projections to 2030, aiming at providing analysis for a 20-year planning period. Molalla is now using a Safe Harbor population of 10,532 for the year 2030, which is slightly lower than Hovee’s projection for the year 2025. The five-year extension maintains the same proposed job-housing balance as the Economic Profile – 1.6 jobs per household.

This results in a total employment of 5,934 for Molalla in the year 2030, with sector employment as shown in Table 3 below.

**Table 3: Employment Sector Projection, 2030**

<b>Sector</b>	<b>2030 Projection</b>	<b>Percent</b>
Agriculture, Forestry	61	1%
Mining	61	1%
Construction	430	7%
Manufacturing	676	11%
TCPU	246	4%
Wholesale	246	4%
Retail	1,045	17%
FIRE	307	5%
Services	2,151	35%
School	615	10%
Government	307	5%
<b>Total</b>	<b>5,934</b>	<b>100%</b>

Source: Winterbrook Planning

To simply project employment needs for the URA timeframe, this analysis assumes Molalla will maintain the same population/employment ratio, and the same commercial/manufacturing ratio as projected for 2030.

## **UGB EMPLOYMENT SITE NEEDS**

Firms wanting to expand or locate in Molalla will be looking for a variety of site and building characteristics, depending on the industry and specific circumstances. The *Economic Profile* identified the following target industries for Molalla:

- Agriculture and forestry related wholesaling;
- Smaller industrial users (10,000 – 25,000 square feet) with freestanding facilities, primarily manufacturing and distribution;
- Smaller scale retail and services;
- Office employment serving area residents.

In general, employment firms need sites that are relatively flat, free of natural or regulatory constraints on development, with good transportation access and adequate public services. For Molalla, this leads to the following siting criteria:

- Flat land: Under 10% slope;
- Access to transportation: Within ¼ mile of, and with direct access to, one of Molalla's two state highways;
- Buildable: Site acreage outside of mapped natural features (riparian areas, wetlands, etc.); and
- Public Facilities: Efficient provision of public facilities within the planning horizon (2030).

Molalla’s location at the intersection of two highways makes it a viable economic center for its market area; however, the City’s distance away from Interstate 5 makes it unlikely to attract employers with large-scale manufacturing or distribution needs. Molalla’s target industries reflect this dynamic, primarily focusing on industries that require small to medium lot sizes.

Table 4 projects employment site needs for 2030, based on employment growth, sector growth, and target industries. Since different firms often share a site or building, and to reflect potential redevelopment and intensification of existing employment land, this projection assumes that one “site” will be needed for every 1.5 new firms. Approximately 93% (351 of 375) of new firms in Molalla through 2030 are expected to be relatively small businesses with fewer than 25 employees – needing employment sites of two acres or less. Molalla is projected to require a total of 302 acres of employment land, including four sites in the 5 – 20 range and two sites in the 20 – 50 acre range, to meet 2030 employment needs.

**Table 4: 2030 Employment Site Needs**

Employees	Distribution	Employees	Firms	Sites Needed	Average Site Size	Size Range	Needed Acres
0 to 9	25%	822	274	183	0.5	< 1	91
10 to 24	35%	1,151	77	51	1.5	1 to 2	77
25 to 49	20%	658	19	13	3.5	2 to 5	44
50 to 99	10%	329	5	4	12	5 to 20	44
100+	10%	329	3	2	25	20 to 50	46
<b>Total</b>	<b>100%</b>	<b>3,289</b>	<b>375</b>	<b>250</b>			<b>302</b>

Source: Winterbrook Planning

## EMPLOYEE / ACRE LAND NEEDS

Since Goal 9-based site needs may be inapplicable to URA expansions, and Molalla is proposing a URA expansion prior to a UGB expansion, this document also provides a simple employee/acre employment land need projection for the 2010-2030 timeframe in Table 5.

As shown in Table 5, applying the employee/acre ratios used in the Hovee analysis to the safe harbor 2030 population results in a year 2030 employment land need of 281 net buildable acres for 3,289 new employees. This is slightly lower than the acreage indicated by the site needs methodology.<sup>1</sup>

<sup>1</sup> Should Molalla propose a UGB expansion, the site needs approach will better comply with Goal 9.

**Table 5: 2010-2030 Net Employment Land Needs**

<b>Factors</b>	
2010 Employment (Est)	2,645
2030 Employment	5,934
Projected 2010-2030 Employment Growth	3,289
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
2010-2030 Commercial Employees	2,223
20310-2030 Industrial Employees	1,065
2010-2030 Commercial Land Need	148
2010-2030 Industrial Land Need	133
<b>2010-2030 Total Employment Land Need</b>	<b>281</b>

Source: Winterbrook Planning

Table 6 projects employment land needs in the 2030-2060 timeframe. As noted earlier, this analysis simply maintains the projected 2030 population/employment ratio of 1.8 population per employee (1.6 employees/household), and the 2030 commercial/industrial ratio (68%/32%) for the URA timeframe.

Molalla's long-term objectives as expressed in its Comprehensive Plan are to continue to increase its employment/population ratio, and foster a more industrial job base. In addition, employment land generally requires some right-of-way dedication. Incorporation of these factors would increase employment land need over these assumptions. Increasing employee / acre assumptions would decrease projected land need.

**As shown in Table 6, this analysis projects a net buildable land need of 689 acres for new employment in the 2030-2060 timeframe.**

**Table 6: 2030-2060 Net Employment Land Needs**

<b>Factors</b>	<b>Totals</b>
2030 Employment	5,934
2030 Population	10,532
Population / Employee Ratio, 2030	1.8
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
2060 Population	24,829
2060 Employment @ 2030 Ratio	13,988
2030-2060 Additional Employees	8,055
2030-2060 Commercial Employees	5,445
2030-2060 Industrial Employees	2,609
2030-2060 Commercial Land Need	363
2030-2060 Industrial Land Need	326
<b>2030-2060 Total Employment Land Need</b>	<b>689</b>

Source: Winterbrook Planning

## EMPLOYMENT LAND SUPPLY

As shown on Table 7 below, Molalla has an aggregate of 212 acres of suitable employment land, including 52 acres of commercial land and 160 acres of industrial land. This is shown on the Molalla Buildable Lands Map (City of Molalla, 2009).

**Table 7: Employment Land Supply**

<b>Plan Designation</b>	<b>Buildable Acreage</b>
Commercial	52
Industrial	160
<b>Total</b>	<b>212</b>

Source: City of Molalla, Winterbrook Planning

An aggregate land need and supply comparison is shown on Table 8. Given a total employment need of 281 acres for 2030, and a supply of 212 acres, Molalla has a 2030 employment land deficit of 69 acres. Molalla has a deficit of 689 net employment acres in the 2030-2060 timeframe, and a total deficit of 759 net acres for the 2010-2060 timeframe.

**Table 8: 2030 and 2060 Net Employment Land Need and Supply**

<b>Year</b>	<b>Employment Land Need</b>	<b>Employment Land Supply</b>	<b>Acres Surplus (Deficit)</b>
2010-2030	281	212	(69)
2030-2060	689		(689)
<b>2010-2060 Total</b>	<b>971</b>	<b>212</b>	<b>(759)</b>

Source: Winterbrook Planning

## CONCLUSION

**In the aggregate, Molalla has a year 2030 employment land deficit of 69 net acres, and a 2030-2060 deficit of 689 net acres, leading to a total 2010-2060 URA deficit of 759 net buildable acres of employment land.**

Application For:

## Zoning District Map Change

And

## Comprehensive Plan Amendment

For

Tractor Supply Company  
Molalla, OR 97038

March 9, 2018

Applicant:

HSC Molalla, LLC  
P.O. Box 130  
Daphne, AL 36526  
PHONE: (251) 751-4311

Prepared by:



Post Office Box 1929  
Fairhope, AL 36533  
PHONE: (251) 928-3443

**Table of Contents**

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    17-4.6.010 Purpose..... 3

    17-4.6.020 Procedure..... 3

    17-4.6.030 Criteria ..... 3

    17-4.6.040 Record of Amendments ..... 4

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**List of Appendices**

- Appendix A Application Forms
- Appendix B Map/Plan
- Appendix C Oregon Statewide Planning Goal & Guidelines
- Appendix D Traffic Impact Analysis

## Introduction/Summary

This narrative is provided in support of the proposed Tractor Supply Company, ~19,097 square foot commercial retail store pursuant to City of Molalla, Ordinance No. 2017-08, Molalla Development Code (MDC). In support of this development, all of the following approvals are being sought.

Approval Type	Review	Applicable Regulation	Summary
Partition or Re-plat (2-3 lots)	Type III	17-4.3, ORS 92, 17-3.6, 17-3.3, 17-4.1.040, 17-4.5, 17-3.6.020.A(4)	The developer is requesting a two lot partition that will create Lot 1 that will be used for the development of a single tenant retail facility. The remaining parcel will be retained by the current owner
Site Design Review	Type III	17-4.2, 17-4.1, 17-3.6.020.A(4), 17-4.2.050, 17-3	An application for Site Design Review is being submitted for a new development.
Zoning District Map Change and Comprehensive Plan Amendment	Type IV	17-4.6, 17-4.1.050, Oregon Administrative Rules: Statewide Planning Goals, 17-4.6.050	The proposed development is in a zone designated M-1. The developer is applying for a change to C-2.  The proposed parcel has a current land use designation of <b>Light Industrial</b> and is requesting a land use change to <b>General Commercial</b>

This submittal is provided in support of the proposed Zoning District Map Change and Comprehensive Plan Amendment.

## Site Description

The project is proposed on a 3.95 acre portion of an 8.75 acre parcel on state Hwy 213 Just south of the intersection of Toliver Road (address to be determined), within the City limits of Molalla. A two lot partition request has been submitted to the City. This rezoning request is related to Lot 1 of the proposed plat.

### *Existing Conditions/Structures and Property Background*

The property currently has a single family structure that also operates a small farm with associated structures. The property is predominately a pasture with a stream that cuts across the South West corner of the site.

## Project Team and Contact Information

<p>Developer/Buyer:</p> 	<p><b>HSC Molalla, LLC</b> (Hix Snedeker Companies)                  P.O. Box 130                  Daphne, AL 36526                  (251) 751-4311</p> <p>H. Ray Hix, Jr., Managing Member      Lindsay Gadd, Project Manager  <a href="mailto:Ray@hixsnedeker.com">Ray@hixsnedeker.com</a>      <a href="mailto:Lindsay@hixsnedeker.com">Lindsay@hixsnedeker.com</a></p>
<p>Owner/Seller:</p>	<p>Craig and Kathleen Yaw                  P.O. Box 4                  Joseph, OR 97845</p>
<p>Civil Engineer:</p> 	<p><b>JADE Consulting, LLC</b>                  Post Office Box 1929                  Fairhope, AL 36533                  (251) 928-3443</p> <p>Perry C. Jinright III, P.E., LEED AP      Lee Rambo, Graduate Engineer  <a href="mailto:tjinright@jadengineers.com">tjinright@jadengineers.com</a>      <a href="mailto:rambo@jadengineers.com">rambo@jadengineers.com</a></p>
<p>Surveyor:</p> 	<p><b>Ag Geospatial NW, LLC</b>                  Molalla, OR                  (503) 329-8008</p> <p>Tony Brooks, PLS, President, Land Surveyor &amp; GIS Tech  <a href="mailto:Tony.Brooks@aggeonw.com">Tony.Brooks@aggeonw.com</a></p>
<p>Wetland Consultant:</p> 	<p><b>Turnstone Environmental Consultants</b>                  18000 NW Lucy Reader Road                  Portland, OR 97231                  (503) 283-5338, Ext. 7</p> <p>Jeff Reams, CEO  <a href="mailto:jeff@turnstoneenvironmental.com">jeff@turnstoneenvironmental.com</a></p>

## 17-4.6 Amendments to Zoning Map or Code

### 17-4.6.010 Purpose

The purpose of this chapter is to provide standards and procedures for legislative and quasi-judicial amendments to this Code and Zoning Map. Amendments may be necessary from time to time to reflect changing community conditions, to correct mistakes, or to address changes in the law.

### 17-4.6.020 Procedure

A. Except for corrections, amendments to Development Code text are Legislative (Type IV).

*Response: This request for amendment is not for a correction, and will therefore be legislative in nature.*

B. Amendments to the Zoning Map that affect more than one parcel, or more than one-half of an acre, whichever is greater, are Legislative (Type IV) actions.

*Response: This request is greater than one half of an acre and will be a Type IV approval.*

C. Amendments to the Zoning Map that require an amendment to the Comprehensive Plan are Legislative (Type IV) actions.

*Response: The applicant's request is for a concurrent Zoning Map change and Comprehensive Plan Amendment and will therefore be legislative in nature.*

D. Amendments that do not meet the criteria under subsections 17-4.6.020.A, 17-4.6.020.B, or 17-4.6.020.C may be processed as Quasi-Judicial amendments, pursuant to the Type III procedure.

*Response: Not Applicable.*

### 17-4.6.030 Criteria

Planning Commission review and recommendation, and City Council approval, of an ordinance amending the Zoning Map, Development Code, or Comprehensive Plan shall be based on all of the following criteria:

A. If the proposal involves an amendment to the Comprehensive Plan, the amendment must be consistent with the Statewide Planning Goals and relevant Oregon Administrative Rules;

*Response: Appendix C contains the proposed project's compliance with Statewide Planning Goals. Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals, pursuant to the state's Land Conservation and Development Commission (LCDC).*

B. The proposal must be consistent with the Comprehensive Plan (the Comprehensive Plan may be amended concurrently with proposed changes in zoning);

*Response: This proposal for a zoning change is being submitted concurrently with a request for Comprehensive Plan Amendment.*

C. The City Council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code; and

*Response: The neighboring property to the south of this site is an active General Commercial area. Increased retail demand in the community support the change from an industrial zoned property to a commercial zoning.*

D. The amendment must conform to Section 17-4.6.050 Transportation Planning Rule Compliance.

*Response: A Traffic Impact Analysis for the rezone and Comprehensive Plan Amendment have been enclosed within this application as Appendix D.*

#### **17-4.6.040 Record of Amendments**

The Planning Official shall maintain a record of amendments to the text of this Code and the Zoning Map in a format convenient for public use. In the case of a map amendment, the map shall be made part of the ordinance.

*Response: Not Applicable.*

#### **17-4.6.050 Transportation Planning Rule Compliance**

Proposals to amend the Comprehensive Plan or Zoning Map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

*Response: A Traffic Impact Analysis for the rezone and Comprehensive Plan Amendment have been enclosed within this application as Appendix D.*

**Appendix A**  
**Application Forms**



# City of Molalla Site Plan Review Application Worksheet No. \_\_\_\_\_

**Check All That Apply:**

- New Construction
- Demolition
- Manufactured Home
- Manufactured Home in Park
- Sign Permit
- Other **Zone Change**
- Remodel

Date Stamp

**Step 1 - Information Provided By Applicant:**

*Please Print or Type:*

Business License # 922D821E4

Property Owner HSC Molalla, LLC (Lindsay Gadd) Phone 251-243-0708

Mailing Address 805 Trione Ave.

City Daphne State AL Zip 36526

Contractor's Name Fulcrum Construction Group CCB No. 217254 Phone 251-380-8375

Mailing Address 810 Mancie Ave.

City Daphne State AL Zip 36526

Address of Building Site 31176 South Hwy 213 Parcel Size 8.75

Tax Account Number(s) 01088637 T 5S R 2E S 7 Tax Lot # 00700

Proposed Improvement Zone change from M-1 (Industrial) to C-2 (Commercial)

Intended Use Commercial Retail

Describe all buildings or structures currently on property (number and type) Existing building onsite include 1-residential building, 1-barn, 1-well pump house, 4-storage sheds of various sizes

Distance of building site from river, creek or stream bank Drive connection to Hwy 213 105' form Bear Creek

City Utilities Required:  Water  Sewer  None

This application represents:  New Development  Re-development  Change of Use

Other \_\_\_\_\_

Applicant's Signature H. Pentz Date: 03/08/2018

For Official Use Only					
City File #	Date Received	Received By	Receipt #	Date App Complete	SDC's Paid
City Approval		Title		Date	



# City of Molalla

## Site Plan Review: Checklist

### Worksheet No. \_\_\_\_\_

#### Construction Type:

- Commercial
- Industrial
- Single Family
- Duplex
- Multifamily (Number \_\_\_\_\_)
- Manufactured Home
- Remodel
- Demolition
- Accessory structure (see Zone for regulations)
- Other Zone Change \_\_\_\_\_

#### Attach Site Plan With All of the Following:

- Lot area
- Building area
- Total impervious surface area (driveways, patios, buildings, etc.)
- Building height
- Parking area
- All easements
- Streets
- Erosion Control plan
- Stormwater drainage plans
- Setbacks/show building footprint
- Lot Coverage
- Existing & proposed screening/fencing
- Existing & proposed lighting
- Existing & proposed landscaping
- Elevation Plans and/or narrative showing conformance with Chapter(s):  
17.08.090 for Residential Proposals  
17.12.070 for Commercial Proposals  
17.16.040 for Industrial Proposals

#### Please provide (If Applicable):

- Planning File #(s): \_\_\_\_\_
- Subdivision name/date approved: Shavers Place
- Special Planning Permits:  Condition Use  Variance  Other: \_\_\_\_\_
- Planning Conditions of Approval: \_\_\_\_\_

**City of Molalla**  
**Building Location Plan**  
**Worksheet No. \_\_\_\_\_**

Applicant's Name HSC Molalla, LLC Phone 251-243-0708

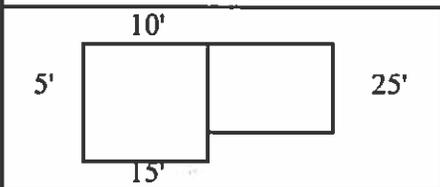
Address 805 Trione Ave, Daphne, AL 36526 Tax Acct R# 01088637

**WAIVER: I understand that approval of this Pre-application Worksheet and Plot Plan does not release me from compliance with private covenants, restrictions or easements affecting this property.** HKA

Initials

↑  
North      **EXAMPLE**

**INFORMATION NEEDED**



1. ASSESSOR'S MAP T 5S R 2E SECT 7 TAX LOT 37
2. PROPERTY LINES.
3. PERMANENT LAND MARKS (ROADS, STREAMS AND RIVERS)
4. DISTANCE FROM LANDMARKS AND PROPERTY LINES TO BUILDING SITES.
5. LOCATION AND IDENTIFICATION OF OTHER STRUCTURES ON PROPERTY.
6. LOCATION OF ACCESS.

NAME OF STREET OR ROAD



# City of Molalla

## Site Plan Review Application

### Worksheet No. \_\_\_\_\_

**Check All That Apply:**

- |  |  |
|--|--|
| <input type="checkbox"/> New Construction  | <input type="checkbox"/> Demolition                                |
| <input type="checkbox"/> Manufactured Home | <input type="checkbox"/> Manufactured Home in Park                 |
| <input type="checkbox"/> Sign Permit       | <input checked="" type="checkbox"/> Other Comprehensive Plan Amend |
| <input type="checkbox"/> Remodel           |  |

Date Stamp

**Step 1 - Information Provided By Applicant:**

*Please Print or Type:*

Business License # 922D821E4

Property Owner HSC Molalla, LLC (Lindsay Gadd) Phone 251-243-0708

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Contractor's Name Fulcrum Construction Group CCB No. 217254 Phone 251-380-8375

Mailing Address 810 Mancie Ave.

City Daphne State AL Zip 36526

Address of Building Site 31176 South Hwy 213 Parcel Size 8.75

Tax Account Number(s) 01088637 T 5S R 2E S 7 Tax Lot # 00700

Proposed Improvement Zone Change to C-2

Intended Use Commercial Retail

Describe all buildings or structures currently on property (number and type) Existing building onsite include 1-residential building, 1-barn, 1-well pump house, 4-storage sheds of various sizes

Distance of building site from river, creek or stream bank Drive connection to Hwy 213 105' form Bear Creek

City Utilities Required:  Water  Sewer  None

This application represents:  New Development  Re-development  Change of Use

Other \_\_\_\_\_

Applicant's Signature  Date: 03/09/2018

**For Official Use Only**

City File # \_\_\_\_\_ Date Received \_\_\_\_\_ Received By \_\_\_\_\_ Receipt # \_\_\_\_\_ Date App Complete \_\_\_\_\_ SDC's Paid \_\_\_\_\_

City Approval \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_



**City of Molalla**  
**Site Plan Review: Checklist**  
**Worksheet No. \_\_\_\_\_**

**Construction Type:**

- Commercial
- Industrial
- Single Family
- Duplex
- Multifamily (Number \_\_\_\_\_)
- Manufactured Home
- Remodel
- Demolition
- Accessory structure (see Zone for regulations)
- Other Comprehensive Plan Amend

**Attach Site Plan With All of the Following:**

- Lot area
- Building area
- Total impervious surface area (driveways, patios, buildings, etc.)
- Building height
- Parking area
- All easements
- Streets
- Erosion Control plan
- Stormwater drainage plans
- Setbacks/show building footprint
- Lot Coverage
- Existing & proposed screening/fencing
- Existing & proposed lighting
- Existing & proposed landscaping
- Elevation Plans and/or narrative showing conformance with Chapter(s):  
17.08.090 for Residential Proposals  
17.12.070 for Commercial Proposals  
17.16.040 for Industrial Proposals

**Please provide (If Applicable):**

- Planning File #(s): \_\_\_\_\_
- Subdivision name/date approved: Shavers Place
- Special Planning Permits: Condition Use Variance Other: \_\_\_\_\_
- Planning Conditions of Approval: \_\_\_\_\_

# City of Molalla

## Building Location Plan

### Worksheet No. \_\_\_\_\_

Applicant's Name HSC Molalla, LLC Phone 251-243-0708

Address 805 Trione Ave, Daphne, AL 36526 Tax Acct R# 01088637

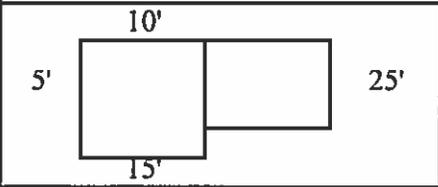
**WAIVER: I understand that approval of this Pre-application Worksheet and Plot Plan does not release me from compliance with private covenants, restrictions or easements affecting this property.** HRH

**Initials**

↑  
North

### INFORMATION NEEDED

EXAMPLE



1. ASSESSOR'S MAP T 5S R 2E SECT 7 TAX LOT 37
2. PROPERTY LINES.
3. PERMANENT LAND MARKS (ROADS, STREAMS AND RIVERS)
4. DISTANCE FROM LANDMARKS AND PROPERTY LINES TO BUILDING SITES.
5. LOCATION AND IDENTIFICATION OF OTHER STRUCTURES ON PROPERTY.
6. LOCATION OF ACCESS.

NAME OF STREET OR ROAD

NOTARIZED AUTHORIZATION OF OWNER

*Craig You and Kathleen You*  
 I/We, \_\_\_\_\_ as the sole or joint fee simple title holder(s) of the property described as 4 acres on Highway 213, in the City of Molalla, County of Clackamas, State of Oregon, authorize HSC Molalla, LLC and/or their consultants to act as our agent to seek site plan/development plan approval, DOT approvals, and/or all regulatory approvals in connection therewith, on the above referenced property.

By: *Craig You*  
*Kathleen You*  
 As Its: Seller  
 Address: \_\_\_\_\_

Phone: 541-3988302 Fax: \_\_\_\_\_  
 Email: groomingbarn@yahoo.com

STATE OF OREGON  
 COUNTY OF WALLOWA

The forgoing instrument was acknowledged before me this 11<sup>th</sup> day of December, 2017 by *Craig You and Kathleen You* as its Seller, who is personally known to me or who has produced Oregon driver's license (type of ID) as identification and who did not take an oath.



*Jodie Brandt*  
 NOTARY PUBLIC - STATE OF OREGON  
*Jodie Brandt*  
 NAME OF NOTARY PUBLIC OR EMPLOYER

COMMISSION NO. 178

## PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement ("Agreement") is made and entered into by and between **CRAIG YAW and KATHLEEN YAW**, individually and joint and severally (hereinafter referred to collectively as "Seller"), and **HIX SNEDEKER COMPANIES, LLC**, an Alabama limited liability company (hereinafter referred to as "Buyer").

### W I T N E S S E T H:

1. **Property.** Seller hereby agrees to sell and convey to Buyer, and Buyer hereby agrees to purchase and take from Seller, under and subject to the terms, conditions and provisions hereof, that certain real property located in the City of Molalla, Clackamas County, Oregon, and identified generally as 4.0 acres, more or less, located along Highway 213, as shown on the map attached hereto and made a part hereof as Exhibit "A", together with all appurtenances, rights of way, privileges, leases, easements and other rights benefiting or pertaining thereto, any and all improvements located thereon, and all right, title and interest of the Seller in and to any land lying in any right-of-way adjoining such property to the centerline thereof (the "Property").

2. **Purchase Price.** The purchase price for the Property shall be \_\_\_\_\_, (the "Purchase Price"), payable to Seller at Closing subject to prorations, credits and other adjustments provided herein.

(a) The sum of \_\_\_\_\_ payable herewith as "Earnest Money" in the form of a check to be held in escrow by Ticor Title, Attn: Candice Weischedel, Escrow Officer, 111 SW Columbia Street, Suite 1000, Portland, Oregon 97201, candice.weischedel@ticortitle.com (the "Escrow Agent"). The Earnest Money shall be made available to the Escrow Agent within three (3) business days from the Effective Date. The Earnest Money shall be applicable towards the Purchase Price. Notwithstanding the foregoing or any provision of this Agreement to the contrary, the rights and obligations of the parties with respect to the Earnest Money shall be governed by separate instructions similar in form to the Escrow Agreement attached as Exhibit "B" (the "Escrow Agreement"); provided, however, that in the event of a conflict between the terms of the Escrow Agreement and the terms of this Agreement, the Escrow Agreement shall control.

(b) The balance of \_\_\_\_\_ payable to Seller at Closing subject to prorations, credits and other adjustments provided herein.

3. **Delivery by Seller.** Within seven (7) business days after the Effective Date of this Agreement, Seller will furnish to Buyer a copy of all of the following pertaining to the Property which are in Seller's possession: any lease, survey, soils report, environmental report, zoning entitlements, environmental permits, title report or policy, any and all other documents or instruments pertaining to the physical condition of the Property, and any and all information relative to the Property's economic viability.

4. **Governmental Approvals.** Buyer is hereby authorized at Buyer's sole expense to seek and obtain any and all permits, licenses, site and redevelopment plan approvals, permits and authorizations, zoning approvals, and any and all other approvals or consents, if any, as Buyer may deem necessary in connection with its proposed acquisition and use of the Property and Seller agrees to cooperate with Buyer in such endeavor. Notwithstanding this right of the Buyer, Buyer shall notify the Seller, in writing, of any application(s), approval(s), permit(s), development plans that are submitted to any controlling/approving agency prior to the Closing Date (as hereinafter defined). If any such applications, approvals or permits are required to be sought in Seller's name, Seller shall upon Buyer's request seek same without cost to Seller. Buyer agrees that it shall bear all costs and expenses incurred by it in filing for any applications, approvals and permits sought by Buyer hereunder. Buyer shall indemnify and hold Seller harmless from any associated costs for governmental approvals. As part of the consideration of Buyer's payment of the Purchase Price, Seller shall assign, transfer and convey to Buyer at Closing all permits, approvals, licenses, site and development plans affecting the Property issued in Seller's name which Buyer requests Seller to assign to Buyer. Buyer shall retain this right to seek and obtain Governmental approval until the Closing Date (as hereinafter defined). If, as a condition of approving Buyer's proposed development of the Property, the City of Molalla or other appropriate governmental or administrative body or authority requires the construction of a pedestrian and/or bicycle trail along the west side of the Property adjacent/parallel to Highway 213 and Buyer purchases the Property, Buyer assumes full responsibility for same at Buyer's sole expense.

5. **Entry Upon Property.** Seller and Buyer agree to the following:

(a) For a period of one hundred fifty (150) days from and after the Effective Date, as hereinafter defined (the "Initial Feasibility Period"), Buyer, its agents, employees, contractors, and all other persons authorized by it, or any of them, at Buyer's sole expense, are permitted to enter upon the Property and to obtain and perform such tests, studies, examinations and audits as Buyer may deem necessary or advisable including, but not limited to, drainage, soils, hazardous waste, environmental, topographical, geological tests and studies and any such related engineering studies and tests as Buyer deems necessary with regard to Buyer's proposed use of the Property. Buyer, at Buyer's sole expense, shall be responsible for, and shall indemnify and hold Seller harmless from any associated costs for, restoration of any damage to the Property resulting from any inspections/tests performed by Buyer or on Buyer's behalf. In the event that approvals are required by co-owners of the Property, the Initial Feasibility Period shall not commence until such time that all approvals are obtained from the co-owners.

(b) If, prior to the end of the Initial Feasibility Period, Buyer shall determine that additional time is needed for reasons beyond Buyer's control, Buyer shall have the option to extend the Initial Feasibility Period for up to two (2) periods of thirty (30) days each ("Additional Feasibility Period"). In order to exercise an option to extend the Initial Feasibility Period as aforesaid, Buyer shall notify Seller and Escrow Agent in writing prior to the expiration of the Initial Feasibility Period. In the event Buyer timely exercises its option to extend the Initial Feasibility Period for an Additional Feasibility Period, Escrow Agent shall release one-half of the Earnest Money (i.e.,

\$5,000.00) to Seller within three (3) business days after Escrow Agent's receipt of Buyer's notice of each such exercise. The Initial Feasibility Period and any Additional Feasibility Period so exercised are herein collectively referred to as "Feasibility Period".

(c) In the event that Buyer, in its reasonable determination, is not satisfied with any aspect of the Property, due diligence investigation, availability of acceptable financing, availability of governmental approvals, availability of a suitable tenant, or any reason beyond Buyer's control, then Buyer shall have the right, at its sole option, to terminate this Agreement by written notice to Seller and Escrow Agent on or before the expiration of the Feasibility Period. Such notice shall identify Buyer's reason for terminating the Agreement and, upon such termination, the Earnest Money shall be delivered by the Escrow Agent (and Seller, to the extent that any portion of the Earnest Money has been released to Seller pursuant to Paragraph 5(b) above) to Buyer, and Buyer shall have no further obligations hereunder.

(d) Upon the expiration of the Feasibility Period, the Earnest Money deposited with the Escrow Agent shall be converted to non-refundable funds and immediately released by Escrow Agent to Seller. Buyer and Seller agree to fully cooperate with Escrow Agent to ensure prompt release of funds. Seller agrees to refund the Earnest Money to Buyer in the event: (i) the contingencies set forth in this Agreement cannot be satisfied by the parties notwithstanding the respective good faith diligent efforts of each party to achieve the satisfaction of such contingencies, (ii) Seller's inability to deliver merchantable title, (iii) the institution of condemnation proceedings which effect a termination of this Agreement, (iv) Seller defaults under the terms or conditions of this Agreement, or (v) ascertainment of the existence of environmental conditions which adversely affect in a material manner the Buyer's ability to operate the Property for Buyer's intended use and Seller has declined to effect the remediation of such conditions.

6. **Conditions To Closing.** Seller acknowledges that Buyer has informed Seller that it intends to utilize the Property for commercial development. In the event that Buyer is unable to obtain approval of Buyer's development plan by all applicable governmental and administrative bodies and authorities prior to the expiration of the Feasibility Period, then Buyer shall be entitled to terminate this Agreement upon notice to Seller and the parties hereto shall have no further liability or obligation hereunder. Buyer's obligation to consummate the purchase of the Property shall also be subject to Buyer's obtaining an environmental report of the Property prepared by a reputable environmental firm prior to the expiration of the Feasibility Period and such report being acceptable to Buyer at Buyer's cost. In the event the results of such report are not acceptable to Buyer, in Buyer's sole and absolute determination, then Buyer may terminate this Agreement and the parties shall have no further obligation or liability hereunder.

7. **Survey.** Prior to the expiration of the Feasibility Period, Buyer may, at Buyer's option, cause a survey ("Survey") of the Property to be made by a registered engineer and/or land surveyor in the State of Oregon. Should Buyer elect to obtain the Survey, the same shall be ordered by and through the Buyer, and shall be at the sole cost and expense of Buyer. In such case, the Survey shall be certified to Buyer, any lender of Buyer and the Title Company (as hereinafter defined) for the purpose of the Title Company to find the certified Survey sufficient to delete the

standard preprinted exceptions relating thereto. The Buyer, the surveyor and all persons authorized by either of them shall have the right to enter upon the Property for purposes related to the Survey and any desired engineering tests. Buyer shall require the surveyor to locate any and all easements set forth in the title binder obtained by Buyer as affecting or benefiting the Property and to identify same by reference to appropriate recording information.

8. **Title to Real Property.** Prior to the expiration of the Feasibility Period, Buyer may, at Buyer's option, obtain a current title commitment for an ALTA Form 2006 Owner's Policy, together with copies of the underlying documents referenced in the exceptions set forth in Schedule B- Section 2 thereof, written by a title insurance company of Buyer's choosing ("Title Company") and proposing to insure Buyer for the full amount of the Purchase Price (the "Title Commitment"), subject only to the following permitted exceptions (all of which are hereinafter sometimes collectively referred to as the "Permitted Exceptions"): (i) the lien of current ad valorem taxes and municipal assessments not then delinquent; (ii) applicable zoning ordinances; (iii) any and all covenants, restrictions, reservations, easements and rights of way affecting said Property or which appear of record in the real estate records of the County in which said Property is situated, and do not in Buyer's sole opinion, adversely affect Buyer's intended development of the Property. An existing mortgage shall not be considered an encumbrance if it is to be paid at Closing. Should the Title Commitment reflect defects in title to the Property or other than the Permitted Exceptions or should any such Permitted Exception prohibit the Buyer's intended use of the Property, then Buyer shall notify Seller of same prior to the expiration of the Feasibility Period and in such event the Seller shall have a period of sixty (60) days from receipt of notice thereof from Buyer within which to cure any such defects. Should said defects not be cured within the sixty (60) day period granted to Seller for curing of the same, Buyer, at its election and as its sole remedy shall have the right to either (a) waive the defects and purchase the Property subject to said defects for the Purchase Price and upon and subject to the terms and conditions set forth in this Agreement, or (b) cancel this Agreement by written notice delivered to Seller within ten (10) days after expiration of said sixty (60) day period, and Buyer shall have no further obligations hereunder and the Earnest Money shall be returned to Buyer. Seller represents that it presently owns fee simple title to the Property, except for any existing mortgages which Seller covenants to have released with respect to the Property at the time of Closing, and Seller covenants that it will not permit any change in the status of the title to the Property until this Agreement has been consummated or otherwise terminated in accordance with the terms hereof.

9. **Closing.**

(a) Subject to the satisfaction of all of the conditions hereof or the waiver in writing thereof by Buyer, the date of Closing ("Closing Date") shall be the date that is on or before thirty (30) days following the expiration of the Feasibility Period, unless such date is a Saturday, Sunday or legal holiday, in which event the date shall be extended to the next business day, or in the event Seller is unable to remove objectionable easements or other matters affecting title to the Property then the Closing shall take place no later than thirty (30) days following the removal of said objectionable title matters. Buyer and Seller may cause the Closing Date to occur at such earlier date as the parties may mutually agree. The sale shall be closed through escrow established with the

Escrow Agent, using overnight courier and wire transfer of funds.

(b) At Closing, Seller shall deliver to Buyer a statutory warranty deed in form and substance reasonably acceptable to Buyer and sufficient to vest in Buyer title to the Property in accordance with this Agreement subject only to the Permitted Exceptions (the "Deed"). Such Deed shall describe the Property in accordance with the Survey. If any buildings, improvements, equipment or other personal property is situated on the Property, Seller, if required by Buyer, shall execute a warranty Bill of Sale conveying all of Seller's rights, title and interest in such additional property. Seller shall deliver such Owner's or Seller's Affidavits as may be required by the Title Company. Seller shall also execute and deliver at Closing such affidavits of title, lien and possession as may be required by Buyer, a FIRPTA Affidavit, and appropriate 1099 forms.

(c) Further, Seller shall grant to Buyer at Closing a non-exclusive, perpetual access easement to be shared by Buyer and Seller across a portion of Seller's remaining property and adjacent to the south property line of the Property, pursuant to the terms of an easement agreement (the "Easement Agreement") the terms of which are subject to Buyer's and Seller's approval and the form of which shall be prepared by Buyer's attorney and agreed upon by Buyer, Seller and any and all other interested parties prior to the expiration of the Feasibility Period or else Buyer shall be entitled to terminate this Agreement, receive a refund of the Earnest Money and have no further obligations hereunder.

(d) Seller shall pay at Closing, by deduction from the Purchase Price, one-half of any escrow closing fees, the cost of preparing the Deed, the cost of the Title Commitment, and the cost of Buyer's owner's title insurance policy. Buyer shall pay at Closing one-half of any escrow closing fees, the cost of recording the Deed, the Easement Agreement and any other documents that Buyer may choose to record, including but not limited to a mortgage, any fees charged by any lender of Buyer, including the cost of any title insurance policy issued in favor of Buyer's lender, the cost of any title endorsements obtained by Buyer or Buyer's lender in connection with their respective title insurance policies, and any and all expenses herein provided to be paid by Buyer. Ad valorem taxes for the current tax year shall be prorated as of Closing; provided, however, that Seller shall be solely responsible for any rollback or recapture taxes which may now or hereafter be levied or assessed against the Property on account of the current or past assessment of the Property on a "current use" basis. Any assessments of public record incurred prior to Closing, whether due or not, levied against the Property shall be paid in full by Seller at Closing. The provisions of this paragraph shall expressly survive Closing.

(e) At Closing, Buyer shall pay the balance of the Purchase Price, subject to adjustments, prorations and credits as herein provided.

(f) In the event the transaction contemplated by this Agreement is subject to any laws providing for the withholding of funds from the sale proceeds for tax liability, Seller agrees that Seller shall be subject to having such funds withheld in accordance with applicable laws unless (i) Seller qualifies for an exemption from any such withholding requirements, and (ii) executes all such documents required by law to qualify for such exemption and necessary to release the person or entity

responsible for collection of the funds from liability for failure to do so.

(g) Each party shall bear its own attorney's fees.

**10. Representations of Seller.** Seller represents to Buyer that:

(a) (i) The execution, delivery and performance of this Agreement will not require approval or consent of any third party and will not contravene any statute, regulation or other law or order binding on Seller; (ii) Seller has obtained all necessary approvals to execute this Agreement; (iii) Seller is fully authorized to enter into this Agreement and to perform its obligations under this Agreement; (iv) the person(s) executing this Agreement on behalf of Seller are duly authorized by Seller to enter into, execute, deliver, perform, and consummate this Agreement on behalf of Seller; and (v) this Agreement when executed shall constitute the valid and binding obligation of Seller, enforceable in accordance with its terms.

(b) Seller has not granted any undisclosed leases or licenses affecting the Property and there are no other parties in possession of or holding any right to use or possess portions of the Property. Seller shall terminate any and all existing leases or licenses affecting the Property at or prior to Closing. Seller has no knowledge of any uncured violations of any statute, regulation or other law affecting any portion of the Property to the best knowledge of the Seller, and Seller shall give to Buyer prompt notice of any such violation to the best knowledge of the Seller prior to the Closing, including without limitation, any environmental or land use statute, regulation or other law applicable to the Property.

(c) To Seller's knowledge, there are no wetlands located on the Property for which mitigation in accordance with applicable federal and state law will be necessary to allow Buyer's intended development and use of the Property. In the event it is determined prior to Closing that any such wetlands are located on the Property, Buyer shall have the right, but not the obligation, to cause such wetlands to be mitigated prior to Closing. Seller and Buyer shall share equally the cost of the first Ni

) cost of any such mitigation, and Buyer shall receive a credit at Closing for Seller's share of such cost. Buyer shall be solely responsible for any cost of such mitigation in excess of .

(d) Seller is not a "foreign person," as such term is defined under Section 1445(f)(3) of the Internal Revenue Code.

(e) Seller owns good and clear record and marketable fee simple title to the Property, subject only to the Permitted Exceptions and the Property has legal and physical access to an abutting dedicated public road to the best knowledge of the Seller.

(f) Seller has not filed for bankruptcy or reorganization or made a general assignment for the benefit of creditors, and Seller is not insolvent or otherwise unable to pay its debts

as they become due and no party has any unsatisfied judgment against Seller to the best knowledge of the Seller.

(g) To the best of Seller's knowledge, (i) all information regarding the Property furnished by Seller to Buyer is true and correct in all material respects, (ii) Seller has not failed to furnish to Buyer any information which would be material to the ownership, operation or development by Buyer of the Property as it exists presently or on the Closing Date, or which would be material or an impediment to the development or use of the Property to the best knowledge of the Seller, and (iii) Seller has disclosed to Buyer in writing all material adverse information of which Seller is aware, if any, concerning the physical condition of the Property.

(h) Seller has not received any notification from any lawful authority regarding any assessments, pending public improvements, repairs, replacement, or alterations to the Property that have not been satisfactorily made.

(i) Seller represents that a septic tank exists on the Property and the Property is not currently served by public water or public sewer. To the best of Seller's knowledge, the nearest connection to public water is along Highway 213 approximately fourteen (14) feet from the Property and the nearest connection to public sewer is along Highway 213 approximately forty-seven (47) feet from the Property.

(j) All of the foregoing representations of Seller are true, accurate and complete as of the date hereof and shall be true, accurate and complete as of the Closing Date and shall, to the extent of Seller's actual knowledge with respect to such representations, expressly survive Closing for a period of six (6) months thereafter.

**11. Default; Remedies.** If Seller has complied with all of its obligations herein contained and all of Seller's representations and warranties are true and correct, and all of the conditions herein have been met to Buyer's satisfaction or waived in writing by Buyer and Buyer has become obligated to proceed to close, but Buyer fails to proceed with the purchase of the Property, then Seller may (i) declare the Earnest Money forfeited to Seller and this Agreement shall be terminated, and (ii) Seller shall have any other rights or remedies available under Oregon law on account of default by Buyer. If Seller defaults, violates or breaches any of its covenants, obligations, representations and warranties herein or refuses to close, then Buyer may (a) declare this Agreement cancelled and of no further force and effect and promptly receive a return of the Earnest Money, or (b) Buyer shall have the right of specific performance and (c) any other rights or remedies available under Oregon law on account of default by Seller.

**12. Assignment.** This Agreement may be assigned by Buyer to any entity owned or controlled by Buyer or the members of Buyer and all powers, rights and privileges herein reserved and given to Buyer by the Seller shall inure to the benefit of and be held by the respective successors and assigns of Buyer, and all liabilities or obligations imposed on each shall be binding upon the respective heirs, successors and assigns of the parties.

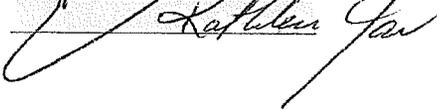
13. **Environmental Concerns.** Notwithstanding anything contained in this Agreement to the contrary, in the event that, as a result of Buyer's investigation "hazardous substance(s)", "hazardous waste(s)" or "hazardous material(s)", as defined under applicable federal or state law, or both, are found on the Property, then Buyer shall have the right at any time to terminate this Agreement and to receive a return of the Earnest Money; it being a condition precedent to Buyer's obligation to purchase the Property that the results of Buyer's environmental studies reveal that the Property is free from any and all "hazardous substance(s)", "hazardous waste(s)", or "hazardous material(s)", as defined under applicable federal or state law, or both. Buyer, its agents and representatives, are hereby authorized to perform any and all studies, tests and inquiries as it may deem appropriate or necessary in furtherance of the foregoing, including entry upon the Property and the performance of tests and studies thereon. Buyer, at Buyer's sole expense, shall be responsible for restoration of the Property following the performance of tests and studies thereon, but not for the remediation of any hazardous substance(s), hazardous waste(s) or hazardous material(s) discovered by such tests and studies unless such matters were introduced to the Property by Buyer or its agents. Seller agrees that Buyer may make inquiry of pertinent governmental and administrative bodies and agencies concerning environmental violations or citations regarding the Property. Seller warrants, to the best of its knowledge, that the Property contains no hazardous substances, wastes, or materials. In the event Seller is notified by EPA, or other similar agency with regard to the Property, pending the Closing, Seller agrees to immediately notify Buyer regarding such notice.

14. **Condemnation.** Seller covenants and agrees that there is no pending or threatened condemnation or similar proceeding affecting the Property or any portion thereof, nor has Seller any knowledge that any such action is presently contemplated. Should any entity having the power of eminent domain or condemnation decide, prior to the time of Closing, to acquire any portion of or interest in the Property, Buyer, at Buyer's sole option, may elect to (a) terminate Buyer's obligation to purchase the Property by giving written notice to Seller at any time prior to the time of Closing and receive a prompt refund of all sums paid hereunder, or (b) complete the purchase of the Property with Seller immediately appointing Buyer its attorney in fact to negotiate with said condemning entity and assigning to Buyer all sums to be awarded.

15. **Notices.** Any notice permitted or required hereunder shall be made in writing and sent to the receiving party at the address set forth below by (a) hand delivery; (b) e-mail transmission (followed by hard copy delivered in accordance with Paragraph 15(a), (c) or (d)); (c) nationally recognized overnight courier; or (d) Certified Mail, return receipt requested. Any notice shall be deemed given by either party to the other: (w) on the day the notice is hand delivered; (x) on the date the notice is sent via email; (y) one (1) business day after the same is deposited with a nationally recognized overnight courier whether or not the receiving party receives the same, (z) within two (2) business days after the same is deposited in the United States Mail as Certified, return receipt requested, with postage prepaid sufficient to deliver to its addressed destination whether or not the receiving party receives the same. The addresses of the parties are as follows:

**Seller:**

Craig Yaw and Kathleen Yaw



**Copies to:**

Mike Kaufman

Keller Williams Realty Portland Premiere

P.O. Box 4  
Joseph, OR 97846

16365 Boones Ferry Road  
Lake Oswego, OR 97035

Email: Craig yawfarnie@yahoo.com and Groomingbarn@yahoo.com  
Email: mkauffman@kwcommercial.com

Lane Mueller, Esq.  
3109 NE Sandy Boulevard  
Portland, Oregon 97232  
Email: lane@hevanet.com

**Buyer:**

Hix Snedeker Companies, LLC  
P.O. Box 130  
805 Trione Avenue  
Daphne, Alabama 36526  
Email: ray@hixsnedeker.com

**Copy to:**

James R. Dickens, Jr., Esq.  
Rushton Stakely Johnston & Garrett, P.A.  
184 Commerce Street  
Montgomery, Alabama 36104  
Email: JRD@rushtonstakely.com

16. **Condition of Property.** Seller agrees to maintain the Property in its current condition as of the Effective Date of this Agreement.

17. **Risk of Loss.** If any portion of the Property is destroyed or damaged by any casualty between the date hereof and the Closing, and Seller is unable or unwilling to restore it to its previous condition prior to Closing, Buyer shall have the option of canceling this Agreement and receiving a refund of the Earnest Money or accepting the Property in its then condition.

18. **Possession.** Seller agrees to deliver possession of the Property to Buyer at the Closing free and clear of all tenancies and parties in possession.

19. **Agency Disclosure and Brokers.** Each of the parties agree that, except for KW Commercial, as agent for Seller, and Kidder Matthews, as agent for Buyer, they have not dealt with any broker or agent in connection with the negotiation or execution of this Agreement, and the parties agree to indemnify and hold the other harmless from and against any and all claims or demands with respect to any brokerage fees or agents' commissions or other compensation asserted by any person, firm or corporation in connection with the negotiation or execution of this Agreement or the Closing, insofar as any such claim is based upon any conversation, contact or contract with Seller or Buyer, respectively, relating to either the proposed purchase or purchase, or both, of the Property by Buyer. In the event this transaction proceeds to Closing, Seller shall be responsible for paying a real estate commission out of Seller's gross proceeds at Closing in the amount of five percent (5%) of the Purchase Price to be split equally (50/50) between KW Commercial and Kidder Matthews.

20. **Effective Date.** The Effective Date of this Agreement shall be the day after the date of the last party executing this Agreement.

21. **Arbitration.** Both parties to this Agreement agree that any dispute arising from, or in connection with this Agreement, or, negotiations associated with this Agreement, and/or the purchase of this Property shall be resolved solely through binding arbitration. The rules promulgated by the American Arbitration Association shall govern any arbitration proceedings and the arbitration award shall be final and binding on all parties and any judgment shall be entered into the court of record in the controlling jurisdiction. The arbitrability of any claim and/or issue arising from this transaction shall be decided by an arbitrator. The controlling jurisdiction and venue shall be Oregon and the venue of any dispute shall be in the City of Molalla, Clackamas County, Oregon.

22. **Miscellaneous.**

(a) "Business day" shall mean any day other than a Saturday, a Sunday, or a federal holiday recognized by the Federal Reserve Bank of New York. Any day calculated pursuant to the terms and conditions of this Agreement that falls on a day other than a Business day shall automatically be extended to the next Business day.

(b) In the event it becomes necessary for either Seller or Buyer to employ the services of an attorney to enforce any term, covenant or provision of this Agreement by any legal proceeding, then each party agrees that the non-prevailing party shall pay the reasonable attorney's fees incurred by the prevailing party in enforcing this Agreement.

(c) This Agreement constitutes the entire and complete agreement between the parties hereto and supersedes any prior oral or written agreements between the parties with respect to the Property. It is expressly agreed that there are no verbal understandings or agreements which in any way change the terms, covenants and conditions herein set forth, and that no modification of this Agreement and no waiver of any of its terms and conditions shall be effective unless made in writing and duly executed by the parties hereto.

(d) Each party hereto has been represented, or had the opportunity to be represented, by separate counsel in connection with the negotiation and drafting of this Agreement. Accordingly, no ambiguity herein shall be resolved against either party based upon principles of draftsmanship.

(e) All personal pronouns used in this Agreement whether used in masculine, feminine or neuter gender, shall include all other genders, the singular shall include the plural, and vice versa.

(f) Any provision of this Agreement or any paragraph, sentence, clause, phrase or wording appearing herein which shall prove to be invalid, void or illegal for any reason shall in no way affect, impair or invalidate any other provision herein, and the remaining provisions, paragraphs, sentences, clauses, phrases and words herein shall nevertheless remain in full force and effect.

(g) This Agreement shall be construed and enforced in accordance with the laws of the State of Oregon.

(h) Time is of the essence with respect to the performance of each and every term, condition and obligation of this Agreement.

(i) In order to expedite the action contemplated herein, this Agreement may be executed in any number of counterparts, each of which shall be deemed an original, and all of which shall be taken to be one and the same Agreement, for the same effect as if all parties hereto had signed the same signature page, and a facsimile copy or electronic mail copy of an executed counterpart shall constitute the same as delivery of the original of such executed counterpart. Any signature page of this Agreement (whether original, facsimile or electronic mail) may be detached from any counterpart of this Agreement (whether original, facsimile or electronic mail) without impairing the legal effect of any signatures thereof and may be attached to another counterpart of this Agreement (whether original, facsimile or electronic mail) identical in form hereto but having attached to it one or more additional signature pages (whether original, facsimile or electronic mail). The parties intend to be bound by the signatures on the facsimile or electronic mail document, are aware that the other parties will rely on the facsimile or electronic mail signatures, and hereby waive any defenses to the enforcement of the terms of this Agreement based on such form of signature.

(j) If requested by Buyer, Seller agrees to participate with Buyer in a like-kind exchange under the provisions of § 1031 of the Internal Revenue Code and take any reasonable actions necessary, including the execution of appropriate documents, to assist Buyer provided that the same can be accomplished at no cost, expense, liability or delay to Seller. Likewise, if requested by Seller, Buyer agrees to participate with Seller in a like-kind exchange under the provisions of § 1031 of the Internal Revenue Code and take any reasonable actions necessary, including the execution of appropriate documents, to assist Seller provided that the same can be accomplished at no cost, expense, liability or delay to Buyer.

[EXECUTION ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the respective dates set forth below.

**SELLER:**

Date: 1-22-18

[Signature] (L.S.)  
Craig Yaw

Date: 1-23-18

[Signature] (L.S.)  
Kathleen Yaw

**BUYER:**

Date: 1/24/18

HIX SNEDEKER COMPANIES, LLC

By: [Signature]  
Its: member

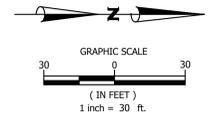
**EXHIBIT "A"**  
***PROPERTY DESCRIPTION***

[See Attached]

Exhibit A



**Appendix B**  
**Maps/Plan Sheets**



SITE DATA TABLE	
STATE OF OREGON COUNTY OF CLACKAMAS CITY OF MOLALLA	
EXIST. TAX PARCEL ID:	01088637
ZONING (PROPOSED):	C-2, COMMERCIAL
YARD SETBACKS:	
FRONT:	0'
SIDE:	0'
REAR:	0'
PARKING REQUIRED:	1 SPACE / 400 SF
	19097 SF / = 48 SPACES
PARKING PROVIDED:	75 SPACES (INC. 4 H/C)

- LEGEND**
- DEMISED PROPERTY
  - PROPOSED LIGHT DUTY ASPHALT
  - PROPOSED HEAVY DUTY ASPHALT
  - PROPOSED LIGHT DUTY CONCRETE (BROOM FINISH)
  - PROPOSED HEAVY DUTY CONCRETE (BROOM FINISH)
  - FENCED OUTDOOR DISPLAY AREA
  - PERMANENT SIDEWALK DISPLAY AREA
  - PERMANENT TRAILER AND EQUIPMENT DISPLAY AREA
  - EASEMENT/SHARED/OTHER PROTECTED AREAS
  - PYLON SIGN



DOYLE  
 5-ZE-07A 02300  
 DOC. NO. 2015-018907

SOM LLC  
 5-ZE-07A 02200  
 DOC. NO. 16-080044

TRACT 37  
 "THE SHAWER PLACE"  
 PLAT NO. 380  
 YAW KATHLEEN & CRAIG  
 DOC. NO. 06-032481

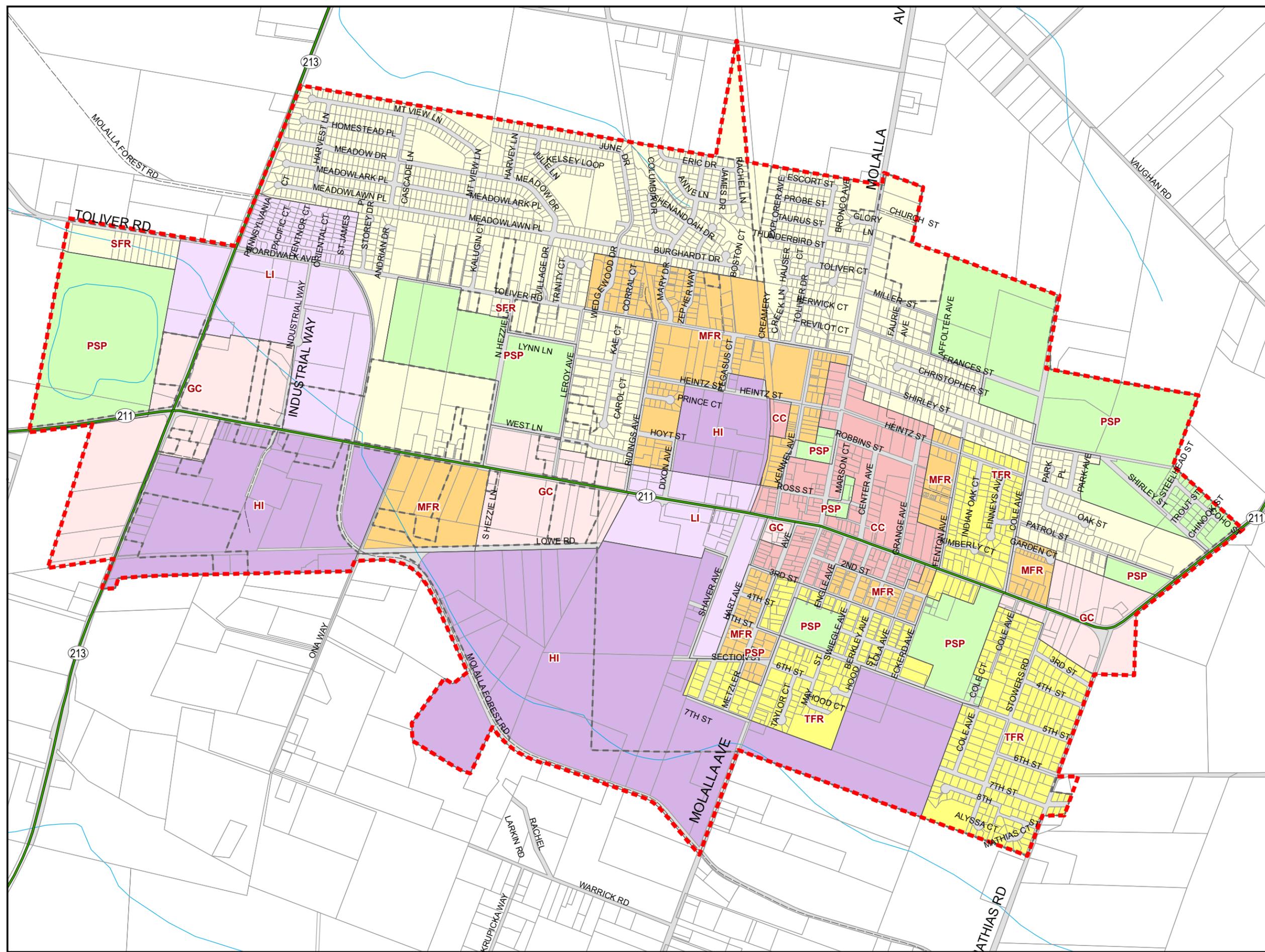
STUTZMAN LLC  
 5-ZE-07A 00701  
 DOC. NO. 91-58125

LEE LARSON PROPERTIES LLC  
 5-ZE-07A 00702  
 DOC. NO. 2006-061160

EURICK INC  
 5-ZE-  
 DOC. NC

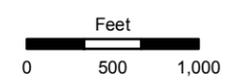
APPROX. 3.95 ACRES  
 PROPOSED COMMERCIAL DEVELOPMENT  
 STATE HWY 213  
 MOLALLA, OR

# City of Molalla Comprehensive Plan Adopted 1980



- Legend**
- Comp. Plan Designations**
- Single-Family Residential
  - Two-Family Residential
  - Multi-Family Residential
  - Public or Semi-Public
  - General Commercial
  - Central Commercial
  - Light Industrial
  - Heavy Industrial
- Urban Growth Boundary
- City Boundary

1:12,800



GEOGRAPHIC INFORMATION SYSTEMS  
DEPARTMENT OF INFORMATION SERVICES/GEOGRAPHIC INFORMATION SYSTEMS  
121 LIBRARY COURT  
OREGON CITY, OREGON 97045

The information on this map was derived from digital databases from Clackamas County. Clackamas County is not responsible for any errors, omissions, or positional accuracy and therefore does not warrant the accuracy of the information which accompany this product. Although information from Land Surveys is used, Clackamas County is not responsible for any errors or omissions. Cautioned to field verify information on this product before making any decisions.

## Appendix C

### Oregon Statewide Planning Goal & Guidelines

## Appendix C

### City of Molalla Comprehensive Plan Amendment

#### Oregon Statewide Planning Goal & Guidelines

1. Citizen Involvement – To provide for widespread citizen involvement.

*Response: Applicant's request to rezone 4 acres of parcel 01088637 from M-1, Light Industrial, to C-2, Central Commercial, is in compliance with the Citizen Involvement Goal. Applicant has scheduled a meeting of the neighboring property owners as recommended in Section 17-4.1.707 of the Molalla Municipal Code. This meeting is intended to ensure that affected property owners are given an opportunity to preview the proposal and offer input on the application prior to a formal submittal to the City of Molalla.*

2. Land Use Planning – Part I - To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure adequate factual base for such decisions and actions.

*Response: The application is in compliance with the Land Use Planning Goal. It shall be reviewed by the City of Molalla Planning Commission and approved by the City Council as specified by the Molalla Municipal Code. Additionally, the application will be reviewed by the Oregon Department of State Lands and the Oregon Department of Transportation. Additionally, the City of Molalla Water & Sewer Department and Portland General Electric Company will review the site plan for connections and access approval.*

#### Land Use Planning – Part II Exceptions

*Response: Not Applicable.*

3. Agricultural Lands – To preserve and maintain agricultural lands.

*Response: This application is in compliance with the Agricultural Lands Goal. The proposed use is for a Tractor Supply Company store, which will not have a significant adverse effect on agricultural lands. The proposed Tractor Supply Company store will support the surrounding agricultural and farming communities within Clackamas County. Additionally, this location is located within an urban growth area with surrounding retail catering to the needs of the community.*

4. Forest Lands – To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

*Response: This application is in compliance with the Forest Lands goal. The proposed development is not in an acknowledged forest land and is not suitable for a commercial forest use.*

5. Natural Resources, Scenic and Historic Areas and Open Spaces – To protect natural resources and conserve scenic and historic areas and open spaces.

*Response: The application is in compliance with the Natural Resources, Scenic and Historic Areas and Open Space Goal. The proposed development is not located in a scenic or historic area, nor does it lie within a designated open space area. Additionally, the design incorporates many natural elements in the building and landscape design.*

6. Air, Water and Land Resources Quality – To maintain and improve the quality of the air, water and land resources of the state.

*Response: The application is in compliance with the Air, Water and Land Resources Quality Goal. The proposed development is in compliance with the City of Molalla's wastewater discharge as well as storm water detention requirements. Air quality will not be significantly affected by the proposed development.*

7. Areas Subject to Natural Hazards – To protect people and property from natural hazards.

*Response: The application is in compliance with the Areas Subject to Natural Hazards Goal. The proposed development is not located in a flood zone or in an area known to be threatened by landslides, earthquakes, tsunamis or coastal erosions. The proposed development does not pose a risk to people or property.*

8. Recreational Needs – To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

*Response: The application is in compliance with the Recreational Needs Goal. The proposed development for a Tractor Supply Company store supports the active lifestyle of the surrounding area. Tractor Supply Company stores offer everything for the farm/ranch/outdoor enthusiast lifestyle.*

9. Economic Development – To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.

*Response: The application is in compliance with the Economic Development Goal. The proposed Tractor Supply Company store will provide construction jobs and long term retail employment to the residents of Molalla as well as contribute substantial sales tax revenue. Molalla is surrounded by farms and only a small number of retail establishments cater to the farming community. The addition of the proposed Tractor Supply Company store will provide the surrounding farming and ranching communities with access to quality products and services to suit their agricultural needs.*

10. Housing – To provide for the housing needs of citizens of the state.

*Response: The application does not apply to the Housing Goal. However, since our proposed development is located outside of a residential zone, it does not encroach on the housing needs of the community.*

11. Public Facilities and Services – To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

*Response: Not Applicable.*

12. Transportation – To provide and encourage a safe, convenient and economic transportation system.

*Response: The application is in compliance with the Transportation Goal. Applicant has worked with the City of Molalla and the Oregon Department of Transportation to incorporate appropriate upgrades to Highway 213 in order to meet the safety standards of ODOT. This includes a southbound left-turn lane at the access point into the development.*

13. Energy Conservation – To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

*Response: The application is in compliance with the Energy Conservation Goal. The proposed development utilizes recognized value engineering best practices in design and construction.*

14. Urbanization – To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land and to provide for livable communities

*Response: The application is in compliance with the Urbanization Goal. The proposed development is located in an urban growth area with other retail establishments that cater to the needs of the surrounding community. Furthermore, it cannot be accommodated within the established commercial zones in the city due to scarcity of land in the existing commercial zones.*

15. Willamette River Greenway – To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

*Response: Not Applicable.*

16. Estuarine Resources – To recognize and protect the unique environmental, economic and social value of each estuary and associated wetlands and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

*Response: The application is in compliance with the Estuarine Resources Goal. The applicant has prepared a wetlands delineation report for the 0.27 acres of impacted wetlands on the site and has submitted the report to the Department of State Lands. Additionally, the applicant will be paying the off-setting fee for the development to the Wetland Mitigation Bank.*

- 17. Coastal Shorelines – To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shore lands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation aesthetics. The management of these shore land areas shall be compatible with the characteristics of the adjacent coastal waters.

*Response: Not Applicable.*

- 18. Beaches and Dunes – To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas.

*Response: Not Applicable.*

- 19. Ocean Resources – To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic and social value and benefits to future generations.

*Response: Not Applicable.*

**Appendix D**  
**Traffic Impact Analysis**

# Molalla Farm Store

Molalla, Oregon

**Date:**

February 20, 2018

**Prepared for:**

Amy Thomas  
Jade Consulting, LLC

**Prepared by:**

William Farley, PE  
Kaitlin Littleford, EIT



**LANCASTER**  
ENGINEERING



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## ***Executive Summary***

1. A four-acre property in Molalla, Oregon, has been proposed for a Comprehensive Plan amendment and zone change from Light Industrial (M-1) to General Commercial (C-2). The development of a 19,091 square-foot farm store is to follow the zone change on the subject site.
2. Under the reasonable worst-case development scenarios for existing and proposed zoning designations of the subject property, there could be an increase of 69 trips during the morning peak hour and 130 trips during the evening peak hour.
3. The proposed farm store is projected to generate 27 trips during the morning peak hour and 27 trips during the evening peak hour.
4. Based on the detailed analysis, the intersection of Highway 213 at Highway 211 is projected to operate acceptably through the year 2038, with or without zone change and subsequent development.
5. The intersection of Highway 213 at the site access is projected to exceed capacity in the year 2038 under proposed zoning. If the site is developed at an intensity near the level of the reasonable worst-case development scenario, a center two-way left-turn lane would reduce the v/c ratio to an acceptable level.
6. The intersection of Highway 213 at Toliver Road is projected to exceed capacity by year 2020, regardless of the proposed zone change or development of the farm store. The Oregon Department of Transportation's Statewide Transportation Improvement Plan and the City of Molalla's 2001 Transportation System Plan both outline near-term improvements for this intersection.
7. Traffic signal warrants are not projected to be met for the unsignalized study intersections. No new traffic signals are recommended. Left-turn lane warrants are met for the intersection of Highway 213 at the site access as soon as ten southbound left-turns are added to the system.
8. A detailed examination of the crash history at the study intersection shows no significant safety hazards and no trends that are indicative of design deficiencies.



## ***Introduction***

The property located at 31176 S Highway 213 in western Molalla, Oregon, has been proposed for a Comprehensive Plan amendment, zone change, and subsequent development. The project site consists of a portion of Parcel 01088637 and comprises approximately four acres. The project includes rezoning the property from Light Industrial (M-1) to General Commercial (C-2) and the development of a 19,091 square-foot farm store.

This report examines the traffic impacts of the proposed development on the transportation system in the vicinity of the project site. The purpose of this report is to ensure safe and efficient performance of the transportation facilities that will be impacted by the proposed map amendment, zone change, and development.

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

## ***Location Description***

The project site is located east of Highway 213 in Molalla, Oregon. The lot is bordered to the north by a school bus service, the east by an industrial supply company, the south and southeast by undeveloped land, and the west by Highway 213. The project site currently contains a home and various outbuildings.

Based on the location of the subject property and preliminary calculations of trip generation for the reasonable worst-case development scenarios for both the existing and proposed zoning designations, the following intersections have been identified for analysis:

- Highway 213 at Highway 211
- Highway 213 at site access
- Highway 213 at Toliver Road

## ***Vicinity Streets***

Oregon Highway 213, otherwise known as Cascade Highway South, is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is classified as a District Highway and an Urban Minor Arterial.<sup>1</sup> It carries one lane in each direction, expanding to include a two-way left turn lane (TWLTL) south of the project site and exclusive left turn lanes at the intersection with Highway 211. The posted speed limit is 40 mph. There are marked bike lanes and sidewalks near the intersection with Highway 211, but none near the project site.

---

<sup>1</sup> *Functional Classification*, Oregon Department of Transportation, 2012.  
[http://www.oregon.gov/ODOT/Engineering/Documents\\_RoadwayEng/HDM\\_A-Functional-Classification.pdf](http://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_A-Functional-Classification.pdf).



Oregon Highway 211, otherwise known as Woodburn Estacada Highway, is under the jurisdiction of ODOT and is classified as District Highway and an Urban Minor Arterial. It carries one lane in each direction, with exclusive turn lanes at the intersection with Highway 213. East of Highway 213, it includes a TWLTL. There are marked bike lanes and sidewalks in the vicinity of the intersection with Highway 213. The posted speed limit is 40 mph.

Toliver Road is under the jurisdiction of the City of Molalla and is classified by the City as a Major Collector.<sup>2</sup> It carries one lane in each direction. There are no bike or pedestrian facilities at the intersection of Highway 213 at Toliver Road. The posted speed limit is 35 mph east of Highway 213 and 45 mph west of Highway 213.

### *Study Intersections*

The intersection of Highway 213 at Highway 211 is a four-legged signalized intersection. The northbound and westbound approaches have separate lanes for left-turn, through, and right-turn movements. The southbound and eastbound approaches each have a dedicated left-turn lane and a shared lane for through and right-turn movements. Left turns on all approaches are served by protected/permitted phasing. There are bike lanes and crosswalks on all four approaches.

The intersection of Highway 213 at Toliver Road is a four-legged intersection with stop control on the eastbound and westbound approaches of Toliver Road. Each approach has one lane for all turning movements. There are no bike lanes or marked crosswalks.

A vicinity map showing the project site, vicinity streets, and intersection configurations is shown in Figure 1 on page 4.

### *Traffic Counts*

Traffic counts were conducted at the intersections of Highway 213 at Highway 211 and Highway 213 at Toliver Road from 4:00 to 6:00 p.m. on Tuesday, January 16<sup>th</sup>, 2018, and 7:00 a.m. to 9:00 a.m. on Wednesday, January 17<sup>th</sup>, 2018. Turning movement volumes corresponding to each intersection's individual peak hour were used for analysis. Through volumes at the location of the site access were interpolated using counts at Highway 213 at Toliver Road.

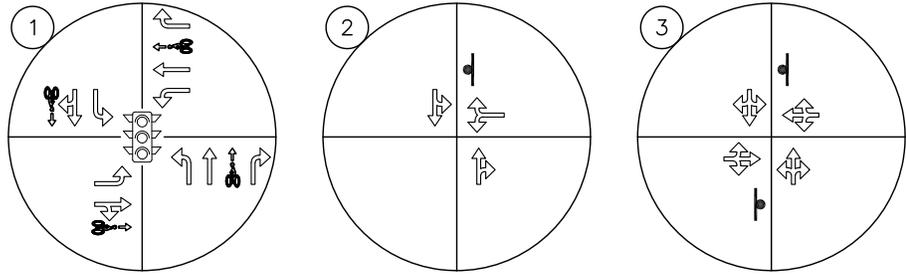
Figure 2 on page 5 shown the existing traffic volumes for the study intersection during the morning and evening peak hours. Detailed count data is provided in the appendix to this report.

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<sup>2</sup> *City of Molalla Draft Transportation System Plan*, Kittelson & Associates, 2001.  
[http://www.cityofmolalla.com/sites/default/files/fileattachments/planning/page/1603/molalla\\_transportation\\_system\\_plan\\_tsp.pdf](http://www.cityofmolalla.com/sites/default/files/fileattachments/planning/page/1603/molalla_transportation_system_plan_tsp.pdf)

**LEGEND**

-  STUDY INTERSECTION
-  STOP SIGN
-  TRAFFIC SIGNAL
-  BIKE LANE
-  PROJECT SITE
-  ARTERIAL ROADWAY
-  COLLECTOR ROADWAY
-  LOCAL ROADWAY



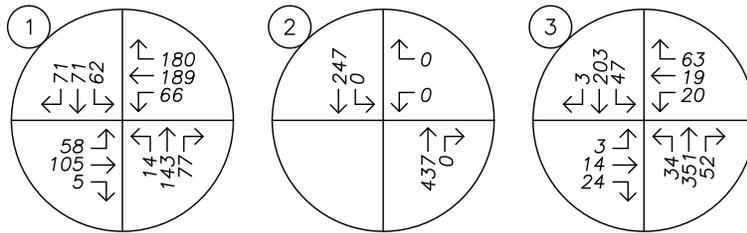
VICINITY MAP



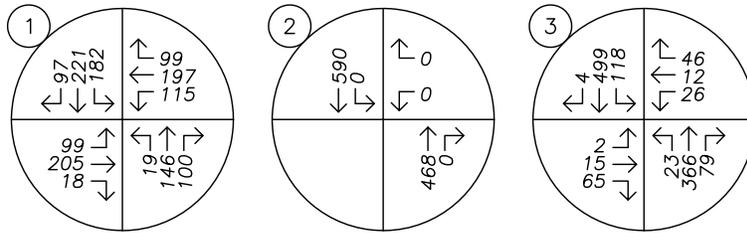
FIGURE 1

PA 208

AM PEAK HOUR



PM PEAK HOUR



TRAFFIC VOLUMES  
Existing Conditions  
AM & PM Peak Hours



FIGURE  
2

PA 209



## ***Trip Generation & Distribution***

### ***Trip Generation***

The four-acre subject property is proposed for a Comprehensive Plan amendment and zone change from Light Industrial (M-1) to General Commercial (C-2). Subsequently, a 19,097 square-foot farm store is to be developed. To estimate the number of trips generated by the proposed map amendment, zone change, and subsequent development, trip rates from the *Trip Generation Manual*<sup>3</sup> were used.

To evaluate the impacts of the proposed zone change, the reasonable worst-case development scenarios under existing and proposed designations were examined. Under the current M-1 zoning, the reasonable worst-case development scenario that the property could accommodate is a 149,000 square-foot, three-story office building. Using land-use code 710, *General Office Building*, in the *Trip Generation Manual*, this development would be projected to generate 173 trips during the morning peak hour, 171 trips during the evening peak hour, and 1,452 total weekday trips.

Under the proposed C-2 zoning, the reasonable worst-case development scenario that the property could accommodate an 87,000 square-foot medical-dental office building. Using land-use code 720, *Medical-Dental Office Building*, this development would generate 242 morning peak hour trips, 301 evening peak hour trips, and 3,028 total daily trips.

To estimate the number of trips that could be generated by the proposed development of the farm store, trip rates for land-use code 810, *Tractor Supply Store*, were used. Since no morning peak hour data is provided for land-use code 810 in the *Trip Generation Manual*, it was assumed that the trip rate provided for the evening peak hour would apply to the morning peak hour as well. The portion of traffic entering and exiting the site during the evening peak hour were reversed for the morning peak hour. Data for weekday trips was not provided.

The trip generation calculations show that the proposed development of a 19,097 square-foot farm store is projected to generate a total of 27 trips during the morning peak hour, with 14 trips entering the site and 13 exiting. During the evening peak hour, 27 trips are projected to be generated, with 13 entering the site and 14 exiting.

Trip generation estimates are summarized in Table 1 on the following page. Detailed trip generation calculations are included in the appendix to this report.

---

<sup>3</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual, 10<sup>th</sup> Edition*, 2017.



**Table 1 – Trip Generation Summary**

	Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			In	Out	Total	In	Out	Total	
<b>Current Zoning</b>									
Office Building	710	149,000 s.f.	149	24	173	27	144	171	1,452
<b>Proposed Zoning</b>									
Medical-Dental Office Building	720	87,000 s.f.	189	53	242	84	217	301	3,028
<b>Net Difference</b>			<b>40</b>	<b>29</b>	<b>69</b>	<b>57</b>	<b>73</b>	<b>130</b>	<b>1,576</b>
<b>Proposed Development</b>									
Farm Store	<b>810</b>	<b>19,097 s.f.</b>	<b>14</b>	<b>13</b>	<b>27</b>	<b>13</b>	<b>14</b>	<b>27</b>	<b>--</b>

### *Trip Distribution*

The directional distribution of site trips to and from the proposed development was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study area intersections.

The following trip distribution was estimated and used for analysis:

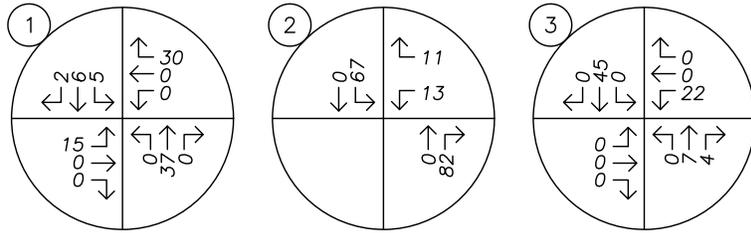
- 30 percent of trips will travel to/from the north along Highway 213
- 25 percent of trips will travel to/from the south along Highway 213
- 20 percent of trips will travel to/from the east along Highway 211
- 10 percent of trips will travel to/from the west along Highway 211
- 15 percent of trips will travel to/from the east along Toliver Road

The trip distribution and assignment for the worst-case build-out scenario under existing and proposed zoning are shown in Figure 3 on page 8 and Figure 4 on page 9, respectively. Trip distribution and assignment for the proposed development are shown in Figure 5 on page 10.

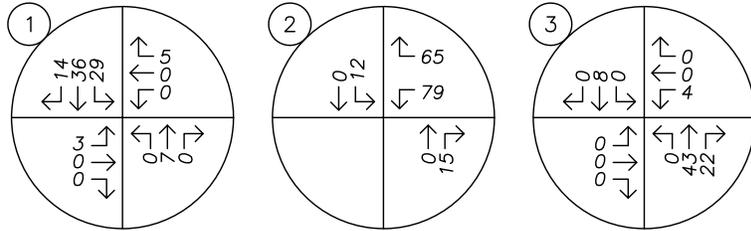
LEGEND

PERCENT OF PROJECT TRIPS			
TRIP GENERATION			
	IN	OUT	TOTAL
AM	149	24	173
PM	27	144	171

AM PEAK HOUR



PM PEAK HOUR



TRIP DISTRIBUTION AND ASSIGNMENT  
Existing Zoning Worst Case - Site Trips  
AM & PM Peak Hours

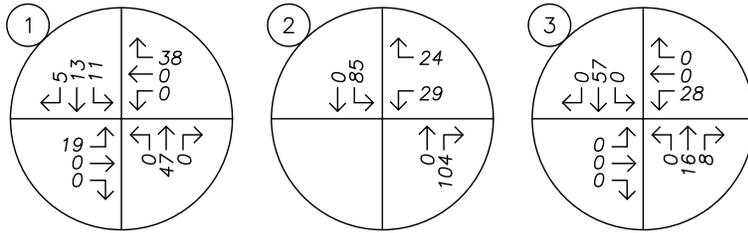


FIGURE 3

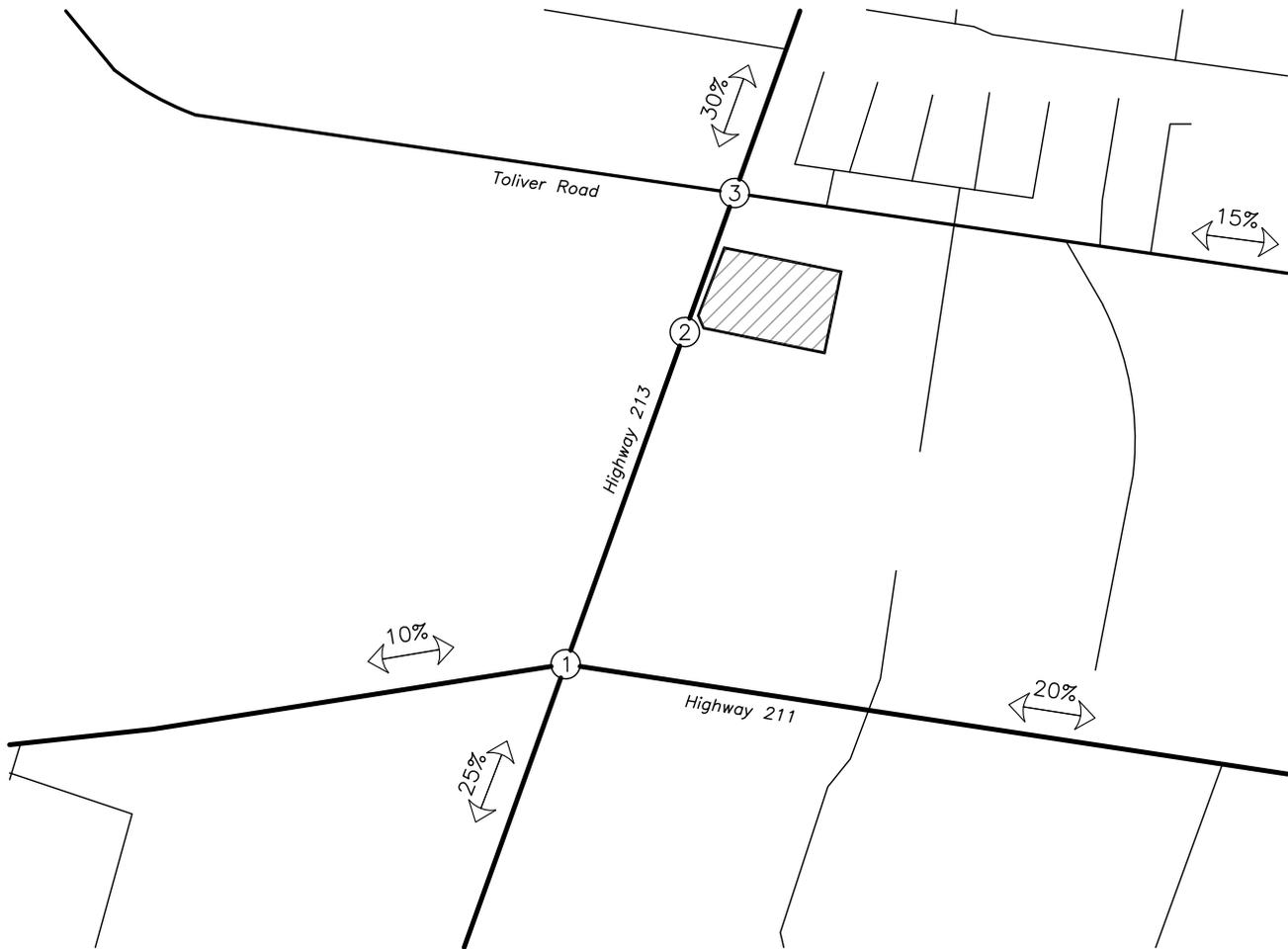
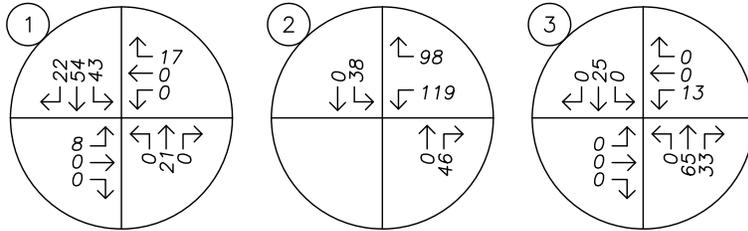
LEGEND

$\longleftrightarrow$ XX%	PERCENT OF PROJECT TRIPS		
TRIP GENERATION			
	IN	OUT	TOTAL
AM	189	53	242
PM	84	217	301

AM PEAK HOUR



PM PEAK HOUR



TRIP DISTRIBUTION AND ASSIGNMENT  
 Proposed Zoning Worst Case – Site Trips  
 AM & PM Peak Hours

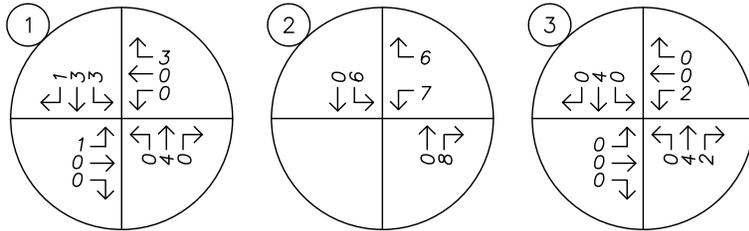


FIGURE 4

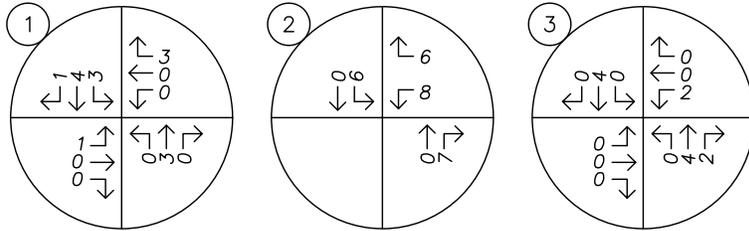
LEGEND

XX%			
PERCENT OF PROJECT TRIPS			
TRIP GENERATION			
	IN	OUT	TOTAL
AM	14	13	27
PM	13	14	27

AM PEAK HOUR



PM PEAK HOUR



TRIP DISTRIBUTION AND ASSIGNMENT  
Proposed Project – Site Trips  
AM & PM Peak Hours



FIGURE 5



## ***Future Traffic Volumes***

To provide analysis of the impact of the proposed Comprehensive Plan map amendment, zone change, and subsequent development on the existing transportation facilities, an estimation of future traffic volumes is required. In order to calculate future traffic volumes, a growth rate must be applied to the collected traffic volumes.

Since Highway 213 and Highway 211 are under the jurisdiction of ODOT, traffic volumes were seasonally adjusted to reflect the 30<sup>th</sup> highest hour of traffic, as per procedures described in ODOT's Analysis Procedures Manual. Using a map of seasonal trends at nearby Automatic Traffic Recorders, the portions of Highway 213 and Highway 211 in the project vicinity were determined to show a commuter seasonal trend.<sup>4</sup> An adjustment factor of 1.06 was applied to through volumes on Highway 213 at its intersections with the site access and Toliver Road, and all turning movement volumes at the intersection of Highway 213 at Highway 211.

Growth rates for traffic traveling through the intersection of Highway 213 at Highway 211 were derived using ODOT's 2036 Future Volume Table, in accordance with ODOT's Analysis Procedures Manual. Using data corresponding to milepost 16.12 of ODOT highway number 160, linear growth factors of 1.04 for the 2-year build-out scenario and 1.45 for the 20-year planning horizon was calculated for Highway 213. For Highway 211, linear growth factors of 1.05 for the 2-year build-out scenario and 1.49 for the 20-year planning horizon were calculated using data corresponding to milepost 11.36 of ODOT highway number 161.

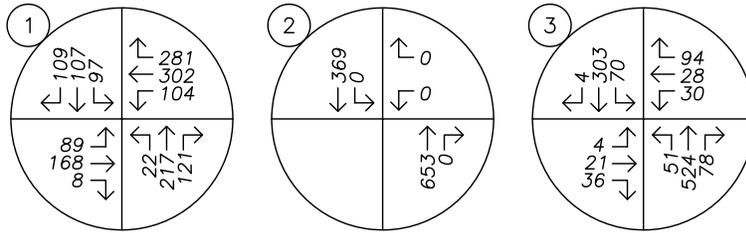
Growth rates for the traffic along Highway 213 near the intersections with the site access and Toliver Road were derived in the same manner, using data corresponding to milepost 15.69 of ODOT highway number 160. Linear growth factors of 1.04 for the 2-year build-out scenario and 1.41 for the 20-year planning horizon were calculated.

The growth factors were applied to the study intersections to determine year 2020 and year 2038 traffic volumes. Figure 6 on page 12 shows the projected year 2038 background traffic volumes during the morning and evening peak hours, with no development assumed on the subject site. Figure 7 on page 13 and Figure 8 on page 14 show 2038 background traffic volumes plus trips generated by reasonable worst-case development of the subject property under existing and proposed zoning respectively. Figure 9 on page 15 shows 2020 background traffic volumes during the morning and evening peak hours. Figure 10 on page 16 shows year 2020 background traffic volumes plus trips generated by development of the proposed farm store, as described in the Trip Generation section.

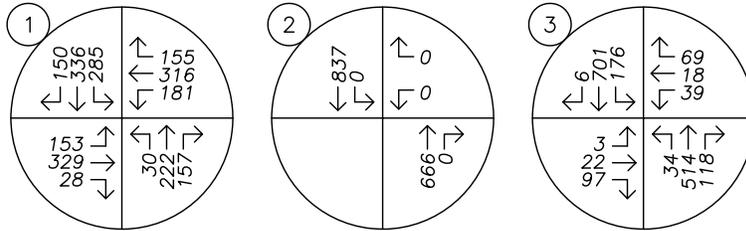
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<sup>4</sup> <http://geo.maps.arcgis.com/home/webmap/viewer.html?webmap=4609ba4912c44b118fe8353a798c86bb>

AM PEAK HOUR



PM PEAK HOUR



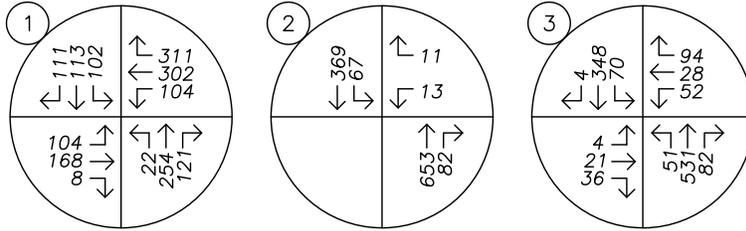
TRAFFIC VOLUMES  
 2038 Background – Seasonally Adjusted  
 AM & PM Peak Hours



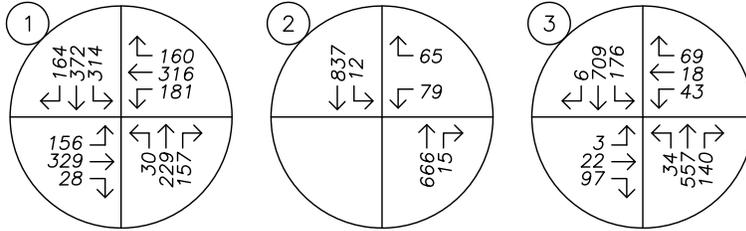
FIGURE  
 6

P 216

AM PEAK HOUR



PM PEAK HOUR

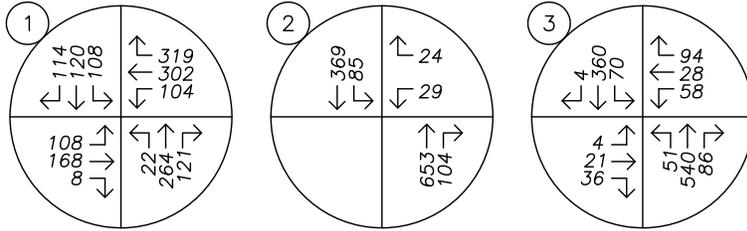


TRAFFIC VOLUMES  
 2038 Background Plus Site Trips – Existing Zoning Worst Case  
 AM & PM Peak Hours

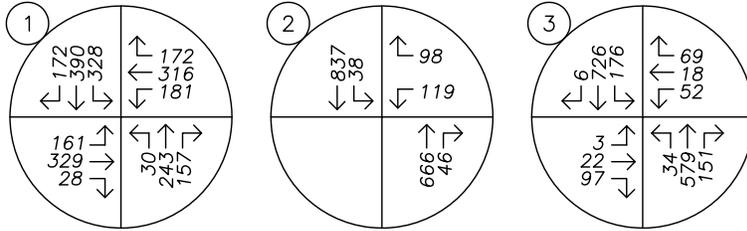


FIGURE  
7

AM PEAK HOUR



PM PEAK HOUR

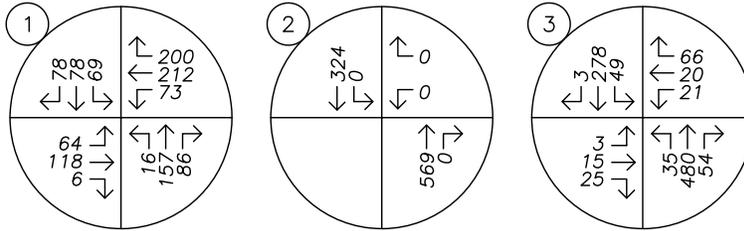


TRAFFIC VOLUMES  
 2038 Background Plus Site Trips – Proposed Zoning Worst Case  
 AM & PM Peak Hours

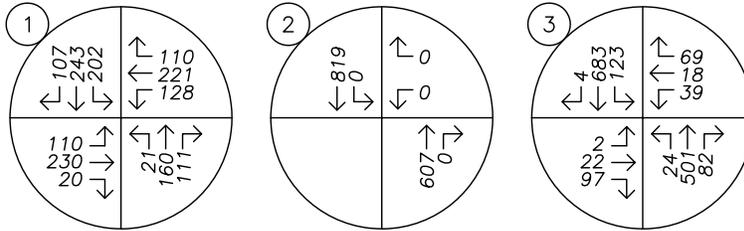


FIGURE 8

AM PEAK HOUR



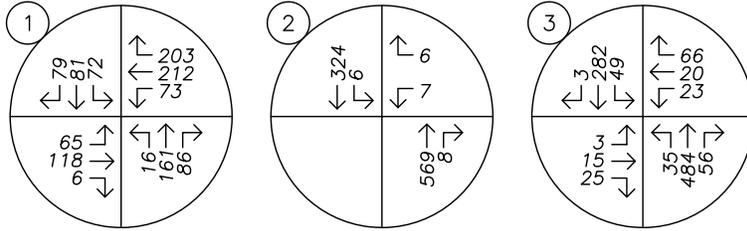
PM PEAK HOUR



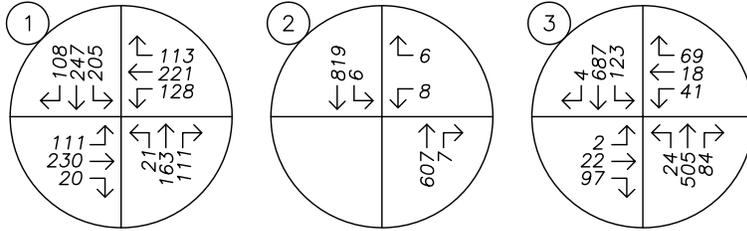
TRAFFIC VOLUMES  
2020 Background – Seasonally Adjusted  
AM & PM Peak Hours



AM PEAK HOUR



PM PEAK HOUR



TRAFFIC VOLUMES  
 2020 Background Plus Project Site Trips  
 AM & PM Peak Hours



FIGURE  
 10



## Operational Analysis

To determine the performance of the study intersections, a capacity analysis was conducted for the morning and evening peak hours. The analysis was conducted according to the intersection analysis methodology given in the *Highway Capacity Manual* (HCM), published by the Transportation Research Board. An intersection’s level of service (LOS) can range from LOS A, which indicates very little or no delay, to LOS F, which indicates a high degree of congestion and delay.

Since the study intersections are under the jurisdiction of the Oregon Department of Transportation, the applicable minimum operational standards for these facilities are established under the Oregon Highway Plan and are based on the volume-to-capacity (v/c) ratio of the intersection. The v/c ratio compares the actual traffic demand to the potential capacity of the intersection to determine the proportion that is utilized by traffic. Since Highway 213 and Highway 211 are District Highways located in the City’s Urban Growth Boundary with speed limits between 35 and 45 mph, the Oregon Highway Plan requires the highway intersections have a maximum allowable v/c ratio of 0.90.<sup>5</sup> Results of the analysis are shown in Table 2. Detailed reports are provided in the appendix.

**Table 2 – Capacity Analysis Summary**

	Morning Peak Hour			Evening Peak Hour		
	v/c	LOS	Delay (s)	v/c	LOS	Delay (s)
<b>Highway 213 at Highway 211</b>						
2018 Existing Conditions	0.33	C	25	0.51	C	27
2020 Background Conditions	0.37	C	25	0.57	C	29
2020 Background Plus Project	0.37	C	26	0.57	C	29
2038 With Current Zoning	0.55	C	29	0.85	D	39
2038 With Proposed Zoning	0.57	C	30	0.87	D	40
<b>Highway 213 at Site Access</b>						
2020 Background Plus Project	0.05	C	17	0.07	C	25
2038 With Current Zoning	0.13	D	25	0.85	F	86
2038 With Proposed Zoning	0.32	D	33	1.46	F	>120
With TWLTL on Hwy 213	0.20	C	20	0.79	F	53
<b>Highway 213 at Toliver Road</b>						
2018 Existing Conditions	0.30	C	18	0.42	D	35
2020 Background Conditions	0.43	D	27	1.37	F	>120
2020 Background Plus Project	0.45	D	29	1.45	F	>120
With Single-Lane Roundabout	0.60	B	12	0.80	C	20
2038 With Current Zoning	1.19	F	>120	2.98	F	>120
2038 With Proposed Zoning	1.32	F	>120	4.22	F	>120
With Single-Lane Roundabout	0.72	C	18	0.88	D	33

<sup>5</sup> Oregon Department of Transportation, *1999 Oregon Highway Plan, Including amendments November 1999 through May 2015*, 1999.



The intersection of Highway 213 at Highway 211 is expected to operate acceptably in all analysis scenarios, regardless of the proposed zone change or subsequent development.

The site access of the property to Highway 213 is projected to operate within ODOT's performance standards under all analysis scenarios except the evening peak hour of the 2038 proposed zoning worst-case scenario build-out case. If the proposed property is to be developed at an intensity assumed under the reasonable worst-case development scenario, it is recommended that the roadway be widened to accommodate a center two-way left-turn lane. Providing a TWLTL on Highway 213 will allow vehicles turning left from the site access onto southbound Highway 213 to make a two-stage left turn, reducing the v/c ratio at this intersection to 0.77, an acceptable level.

It should be noted that the proposed development of the farm store is projected to generate significantly less trips than the reasonable worst-case development scenario under the existing zoning of the property. It is not anticipated that traffic leaving the farm store will require the use of a center refuge in order for the intersection to operate acceptably.

The intersection of Highway 213 at Toliver Road is projected to exceed the maximum v/c ratio under all future scenarios, regardless of the property's zoning designation or any development. The City of Molalla's current Transportation System Plan, adopted in 2001, has identified this intersection as requiring improvements, notably a traffic signal or roundabout. ODOT's 2018-2021 Statewide Transportation Improvement Program lists this intersection as one under consideration for design and construction of a roundabout.<sup>6</sup>

The construction of a single-lane roundabout at the intersection of Highway 213 at Toliver Road would improve the intersection's v/c ratio to 0.80 or better under year 2020 traffic conditions, regardless of trips from the proposed development. The roundabout would be projected to operate with a v/c ratio of 0.88 or better under year 2038 traffic conditions with the roundabout, regardless of the zoning designation of the subject site.

With the construction of a roundabout at Highway 213 at Toliver Road, all intersections are projected to operate within the performance standards established by ODOT through year 2020 traffic conditions, including with trips resulting from the proposed development. It is recommended that the applicant work with the City and ODOT to determine appropriate proportionate contributions towards the near-term mitigation of the intersection.

With the construction of a roundabout at Highway 213 at Toliver Road and a TWLTL for vehicles to conduct two-stage left-turns at the site access to Highway 213, all intersections are projected to operate within the performance standards established by ODOT through year 2038 traffic conditions, with or without the

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<sup>6</sup> *Active 2018-2021 STIP*, ODOT, 2018.

[http://www.oregon.gov/ODOT/STIP/Documents/OnlineSTIP\\_Public.pdf](http://www.oregon.gov/ODOT/STIP/Documents/OnlineSTIP_Public.pdf).



proposed zone change of the subject property. No other operational mitigations are recommended or required.

## ***Safety Analysis***

### *Warrant Analysis*

Traffic signal warrants were examined for the intersection of Highway 213 at Toliver Road. Using 70 percent of standard traffic signal warrants due to the location of the intersection in a community with a population less than 10,000, and after reducing right-turn volumes on the minor-street approach by 85 percent of the capacity, traffic signal warrants were not found to be met at the intersection under any analysis scenario. No new traffic signals are recommended.

Left-turn lane warrants were examined for southbound traffic at the intersection of Highway 213 at the site access. A left-turn refuge is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. The warrants examined implement the design curves developed by the Texas Transportation Institute (TTI), as adopted by ODOT in its Analysis Procedures Manual. These warrants are evaluated based on the number of left-turning vehicles, the number of advancing and opposing vehicles, the number of lanes, and the roadway travel speed.

Left-turn lane warrants are met under existing conditions for the intersection of Highway 213 at Toliver Road.

Based on the approaching and opposing volumes during the evening peak hour under existing conditions, any development that contributes ten or more trips to a southbound left-turn movement will trigger the warrant for a refuge. If development is ever at the intensity examined under the proposed zoning's reasonable worst-case development scenario, it is recommended that the left-turn lane be provided in the form of a center TWLTL.

Detailed warrant calculations are provided in the appendix.

### *Crash Data Analysis*

Using data obtained from ODOT, a review was performed of the most recent five years of available crash data (January 2011 through December 2015). Crash rates were calculated under the common assumption that traffic counted during the evening peak hour represents ten percent of annual average daily traffic (AADT) at each intersection. Crash rates for each intersection were reported as crashes per million entering vehicles (CMEV) and were compared against the average and 90<sup>th</sup> percentile crash rates for intersections with similar approach configurations and traffic control types in order to determine whether safety mitigation is necessary or appropriate. Detailed crash data is provided in the appendix.



The intersection of Highway 213 at Highway 211, which has an AADT of approximately 14,980 vehicles, had 16 collisions during the analysis period. The crashes included three rear-end collisions, four angle collisions, and nine turning movement collisions; and resulted in 12 possible injuries and one non-incapacitating injury. The crash rate for the intersection was calculated to be 0.59 CMEV. The average crash rate for urban four-legged intersections operating under signal control in Oregon was 0.477 CMEV with a 90<sup>th</sup> percentile crash rate of 0.860 CMEV.

The intersection of Highway 213 at Toliver Road, which has an AADT of approximately 12,550 vehicles, had 12 collisions during the analysis period. The crashes included four rear-end collisions, four angle collisions, and four turning movement collisions; and resulted in nine possible injuries, eight non-incapacitating injuries, and one incapacitating injury. The crash rate for the intersection was calculated to be 0.52 CMEV. The average crash rate for urban four-leg intersections operating under stop control is 0.198 CMEV with a 90<sup>th</sup> percentile crash rate of 0.408 CMEV.

The crash that resulted in an incapacitating injury occurred when a westbound vehicle disregarded the stop sign and failed to yield right-of-way to a northbound semi-truck. The driver of the westbound vehicle suffered the incapacitating injury.

Although the intersection of Highway 213 at Toliver Road has a crash rate higher than the 90<sup>th</sup> percentile crash rate for four-legged urban intersections under stop control, both the City and ODOT have identified the need for improvements. The construction of a roundabout, as being considered by both jurisdictions, will improve the safety of the intersection and no further mitigation is recommended.

Based on the detailed review of the crash data, no significant patterns and no contributing design concerns were identified at the study intersections. No other safety improvements are recommended in conjunction with the proposed zone change or development of a farm store.



## **Transportation Planning Rule**

Oregon's 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. The applicable portions of the TPR are quoted in italics below, with responses directly following.

### ***660-012-0060 Plan and Land Use Regulation Amendments***

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

Response:

The proposed change in zoning will not change any standards to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

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

Response:

No changes are proposed to any standards implementing the functional classification system. Accordingly, this section is also not triggered.

- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
- (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response:

Based on the operational analysis, the intersection of Highway 213 at Highway 211 is projected to operate acceptably per ODOT's standards under year 2038 conditions, regardless of the proposed Comprehensive Plan map amendment or zone change. The intersection of Highway 213 at Toliver Road, however, is projected to exceed allowable operational standards under 2038 conditions, regardless of the proposed Comprehensive Plan map amendment and zone change.

As discussed previously, near term improvements for the intersection of Highway 213 at Toliver Road are outlined in ODOT's 2018-2021 Statewide Transportation Improvement Plan and the City of Molalla's 2001 Transportation System Plan. Accordingly, it is expected that intersection improvements are likely to be constructed within the planning horizon. With the construction of a single-lane roundabout, the intersection is projected to operate acceptably with the proposed zone change and subsection (C) is satisfied..

Based on the detailed analysis, the proposed Comprehensive Map amendment and zone change of the subject property from Light Industrial (M-1) to General Commercial (C-2) will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.



## **Conclusions**

The proposed Comprehensive Plan amendment and zone change from Light Industrial (M-1) to General Commercial (C-2) will not significantly affect the existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

Based on the detailed review of the crash data, no significant patterns and no contributing design concerns were identified at the study intersections.

Left-turn lanes are projected to be met for the site access as soon as any development contributes ten southbound left-turns. Left-turn lane warrants are met under existing conditions for the intersection of Highway 213 at Toliver Road.

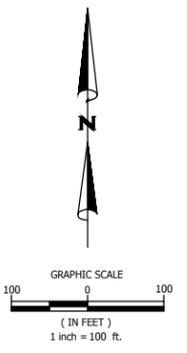
Traffic signal warrants are not projected to be met at the intersection of Highway 213 at Toliver Road through year 2038 traffic conditions.

With the planned improvement to the intersection of Highway 213 at Toliver Road, and a center two-way left-turn lane at the site access to Highway 213, each of the study intersections are projected to operate within the Oregon Department of Transportation's performance standards through year 2038, even with full development under the proposed zoning.

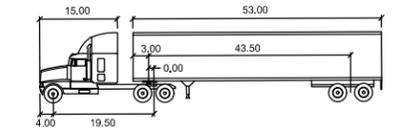
With the planned improvement to the intersection of Highway 213 at Toliver Road, each of the study intersections are projected to operate acceptably through year 2020, regardless of trips resulting from the proposed development of a farm store.

Le

*Appendix*



SITE DATA TABLE	
STATE OF OREGON COUNTY OF CLACKAMAS CITY OF MOLALLA	
EXIST. TAX PARCEL ID:	01088637
ZONING:	M-1; LIGHT INDUSTRIAL
YARD SETBACKS:	
FRONT:	20'
SIDE:	10'
REAR:	10'
PARKING REQUIRED:	1 SPACE / 500 SF
	19097 SF / 500 SF = 38 SPACES
PARKING PROVIDED:	75 SPACES (INC. 4 H/C)



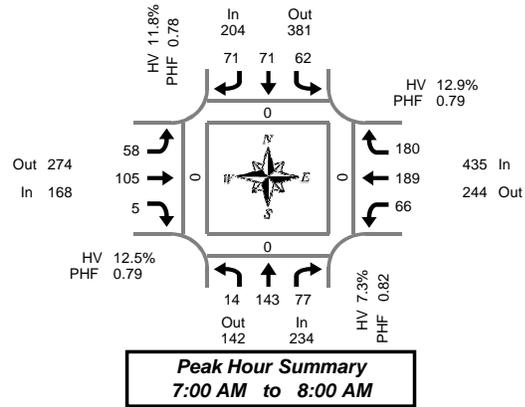
WB-65		feet	
Tractor Width	: 4.00	Lock to Lock Time	: 6.00
Trailer Width	: 3.00	Steering Angle	: 28.40
Tractor Track	: 8.00	Articulating Angle	: 70.00
Trailer Track	: 8.50		

APPROX. 4.00 ACRES  
 PROPOSED COMMERCIAL DEVELOPMENT  
 CASCADE HWY (HWY 213)  
 MOLALLA, OR

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## Hwy 213 & Hwy 211

Wednesday, January 17, 2018

7:00 AM to 9:00 AM

### 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	18	5	0	4	2	6	0	5	10	0	0	1	19	11	0	83	0	0	0	0
7:05 AM	1	8	13	0	8	5	8	0	6	9	0	0	2	19	11	0	90	0	0	0	0
7:10 AM	0	9	3	0	5	5	5	0	1	10	0	0	8	13	25	0	84	0	0	0	0
7:15 AM	2	16	5	0	0	3	5	0	2	14	2	0	7	12	19	0	87	0	0	0	0
7:20 AM	0	16	9	0	2	6	3	0	6	13	1	0	10	24	19	0	109	0	0	0	0
7:25 AM	2	19	2	0	8	6	5	0	7	8	0	0	6	16	19	0	98	0	0	0	0
7:30 AM	0	3	4	0	4	9	8	0	5	9	1	0	6	10	18	0	77	0	0	0	0
7:35 AM	0	14	7	0	7	5	6	0	5	5	0	0	3	23	9	0	84	0	0	0	0
7:40 AM	1	8	8	0	7	13	6	0	5	6	1	0	6	20	16	0	97	0	0	0	0
7:45 AM	3	10	10	0	3	4	10	0	6	5	0	0	7	13	11	0	82	0	0	0	0
7:50 AM	2	10	7	0	6	4	7	0	2	11	0	0	5	10	11	0	75	0	0	0	0
7:55 AM	1	12	4	0	8	9	2	0	8	5	0	0	5	10	11	0	75	0	0	0	0
8:00 AM	1	11	11	0	5	4	3	0	2	7	0	0	5	13	5	0	67	0	0	0	0
8:05 AM	1	7	6	0	3	5	3	0	6	7	0	0	2	10	9	0	59	0	0	0	0
8:10 AM	0	9	5	0	5	2	4	0	4	2	0	0	7	4	11	0	53	0	0	0	0
8:15 AM	0	9	5	0	6	17	9	0	12	18	0	0	6	14	7	0	103	0	0	0	0
8:20 AM	1	12	2	0	4	5	3	0	8	9	0	0	5	10	8	0	67	0	0	0	0
8:25 AM	1	11	3	0	4	7	6	0	5	4	0	0	4	9	13	0	67	0	0	0	0
8:30 AM	1	13	0	0	9	4	4	0	6	10	0	0	6	12	9	0	74	0	0	0	0
8:35 AM	0	8	4	0	7	2	3	0	4	5	0	0	2	18	7	0	60	0	0	0	0
8:40 AM	1	16	3	0	5	8	10	0	11	5	0	0	9	12	9	0	89	0	0	0	0
8:45 AM	0	10	6	0	3	10	14	0	5	10	0	0	3	9	7	0	77	0	0	0	0
8:50 AM	0	6	3	0	8	3	11	0	15	10	0	0	3	14	15	0	88	0	0	0	0
8:55 AM	1	5	2	0	4	4	10	0	7	13	2	0	6	14	7	0	75	0	0	0	0
Total Survey	21	260	127	0	125	142	151	0	143	205	7	0	124	328	287	0	1,920	0	0	0	0

### 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	3	35	21	0	17	12	19	0	12	29	0	0	11	51	47	0	257	0	0	0	0
7:15 AM	4	51	16	0	10	15	13	0	15	35	3	0	23	52	57	0	294	0	0	0	0
7:30 AM	1	25	19	0	18	27	20	0	15	20	2	0	15	53	43	0	258	0	0	0	0
7:45 AM	6	32	21	0	17	17	19	0	16	21	0	0	17	33	33	0	232	0	0	0	0
8:00 AM	2	27	22	0	13	11	10	0	12	16	0	0	14	27	25	0	179	0	0	0	0
8:15 AM	2	32	10	0	14	29	18	0	25	31	0	0	15	33	28	0	237	0	0	0	0
8:30 AM	2	37	7	0	21	14	17	0	21	20	0	0	17	42	25	0	223	0	0	0	0
8:45 AM	1	21	11	0	15	17	35	0	27	33	2	0	12	37	29	0	240	0	0	0	0
Total Survey	21	260	127	0	125	142	151	0	143	205	7	0	124	328	287	0	1,920	0	0	0	0

### Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	234	142	376	0	204	381	585	0	168	274	442	0	435	244	679	0	1,041	0	0	0	0
%HV	7.3%				11.8%				12.5%				12.9%				11.3%				
PHF	0.82				0.78				0.79				0.79				0.89				

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	14	143	77	234	62	71	71	204	58	105	5	168	66	189	180	435	1,041
%HV	0.0%	5.6%	11.7%	7.3%	17.7%	4.2%	14.1%	11.8%	12.1%	12.4%	20.0%	12.5%	7.6%	12.2%	15.6%	12.9%	11.3%
PHF	0.58	0.70	0.77	0.82	0.82	0.66	0.77	0.78	0.81	0.71	0.42	0.79	0.66	0.84	0.71	0.79	0.89

### Rolling Hour Summary

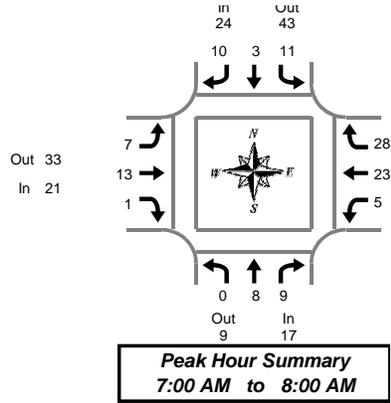
7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	14	143	77	0	62	71	71	0	58	105	5	0	66	189	180	0	1,041	0	0	0	0
7:15 AM	13	135	78	0	58	70	62	0	58	92	5	0	69	165	158	0	963	0	0	0	0
7:30 AM	11	116	72	0	62	84	67	0	68	88	2	0	61	146	129	0	906	0	0	0	0
7:45 AM	12	128	60	0	65	71	64	0	74	88	0	0	63	135	111	0	871	0	0	0	0
8:00 AM	7	117	50	0	63	71	80	0	85	100	2	0	58	139	107	0	879	0	0	0	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



## Hwy 213 & Hwy 211

Wednesday, January 17, 2018

7:00 AM to 9:00 AM

### Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	1	3	2	6	9
7:05 AM	0	2	3	5	1	0	1	2	1	2	0	3	0	2	1	3	13
7:10 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	5	5	10	11
7:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	2	5	8	10
7:20 AM	0	2	2	4	0	0	2	2	3	1	1	5	0	2	4	6	17
7:25 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	4	5	6
7:30 AM	0	0	1	1	1	1	1	3	0	0	0	0	2	2	2	6	10
7:35 AM	0	1	2	3	0	0	0	0	1	1	0	0	2	0	2	2	7
7:40 AM	0	1	0	1	1	1	1	3	1	3	0	4	0	2	1	3	11
7:45 AM	0	0	0	0	2	0	2	4	0	0	0	0	0	2	2	2	6
7:50 AM	0	2	0	2	3	0	1	4	0	1	0	1	0	0	1	1	8
7:55 AM	0	0	0	0	2	1	0	3	1	2	0	3	1	2	1	4	10
8:00 AM	0	0	0	0	2	0	0	2	0	2	0	2	2	1	0	3	7
8:05 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
8:10 AM	0	0	0	0	3	0	0	3	1	0	0	1	1	0	1	2	6
8:15 AM	0	0	0	0	2	4	3	9	3	5	0	8	2	1	1	4	21
8:20 AM	1	1	0	2	1	0	1	2	3	1	0	4	0	2	0	2	10
8:25 AM	1	0	0	1	3	0	2	5	1	0	0	1	0	1	3	4	11
8:30 AM	0	0	0	0	2	1	3	6	2	0	0	2	0	2	1	3	11
8:35 AM	0	0	1	1	1	1	0	2	1	1	0	2	0	4	1	5	10
8:40 AM	1	1	1	3	2	0	3	5	5	0	0	5	1	0	0	1	14
8:45 AM	0	0	0	0	0	1	4	5	0	2	0	2	0	3	2	5	12
8:50 AM	0	0	0	0	1	0	1	2	2	0	0	2	1	1	5	7	11
8:55 AM	0	0	1	1	0	1	0	1	3	2	0	5	1	1	1	3	10
Total Survey	3	10	12	25	28	11	27	66	29	26	1	56	13	41	43	97	244

### Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	2	3	5	2	0	2	4	1	4	0	5	1	10	8	19	33
7:15 AM	0	2	3	5	0	0	3	3	3	2	1	6	1	5	13	19	33
7:30 AM	0	2	3	5	2	2	2	6	2	4	0	6	2	6	3	11	28
7:45 AM	0	2	0	2	7	1	3	11	1	3	0	4	1	2	4	7	24
8:00 AM	0	0	0	0	5	0	0	5	2	2	0	4	3	3	1	7	16
8:15 AM	2	1	0	3	6	4	6	16	7	6	0	13	2	4	4	10	42
8:30 AM	1	1	2	4	5	2	6	13	8	1	0	9	1	6	2	9	35
8:45 AM	0	0	1	1	1	2	5	8	5	4	0	9	2	5	8	15	33
Total Survey	3	10	12	25	28	11	27	66	29	26	1	56	13	41	43	97	244

### Heavy Vehicle Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound Hwy 213			Southbound Hwy 213			Eastbound Hwy 211			Westbound Hwy 211			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	17	9	26	24	43	67	21	33	54	56	33	89	118
PHF	0.71			0.55			0.88			0.58			0.78

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	8	9	17	11	3	10	24	7	13	1	21	5	23	28	56	118
PHF	0.00	0.67	0.56	0.71	0.39	0.38	0.63	0.55	0.58	0.81	0.25	0.88	0.63	0.58	0.50	0.58	0.78

### Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	8	9	17	11	3	10	24	7	13	1	21	5	23	28	56	118
7:15 AM	0	6	6	12	14	3	8	25	8	11	1	20	7	16	21	44	101
7:30 AM	2	5	3	10	20	7	11	38	12	15	0	27	8	15	12	35	110
7:45 AM	3	4	2	9	23	7	15	45	18	12	0	30	7	15	11	33	117
8:00 AM	3	2	3	8	17	8	17	42	22	13	0	35	8	18	15	41	126

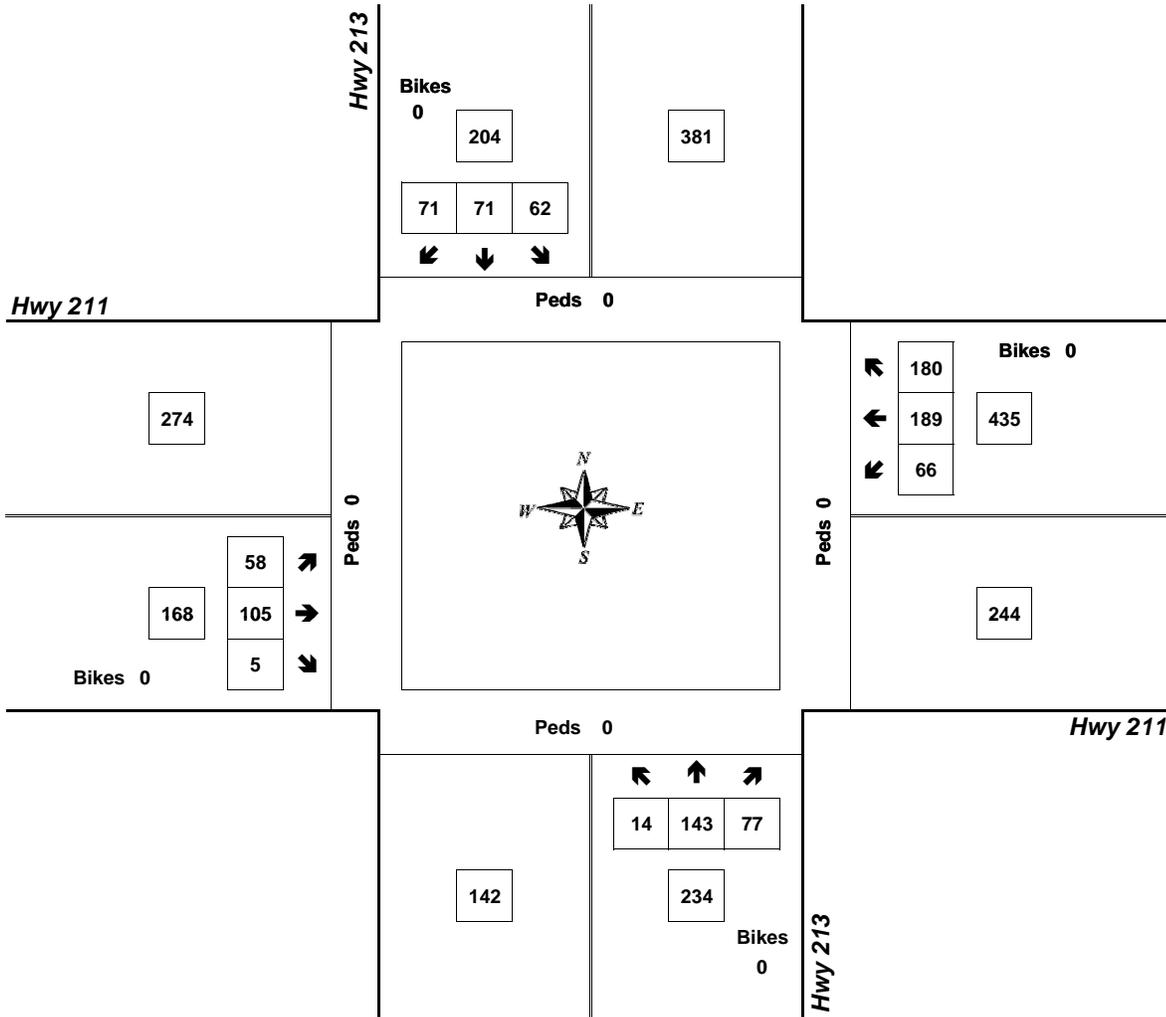
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## Hwy 213 & Hwy 211

7:00 AM to 8:00 AM  
Wednesday, January 17, 2018



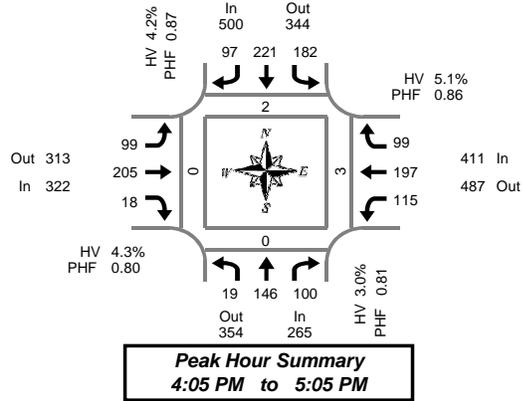
Approach	PHF	HV%	Volume
EB	0.79	12.5%	168
WB	0.79	12.9%	435
NB	0.82	7.3%	234
SB	0.78	11.8%	204
<b>Intersection</b>	<b>0.89</b>	<b>11.3%</b>	<b>1,041</b>

Count Period: 7:00 AM to 9:00 AM

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## Hwy 213 & Hwy 211

Tuesday, January 16, 2018

4:00 PM to 6:00 PM

### 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	11	2	0	17	25	8	0	7	14	3	0	12	6	6	0	114	1	0	0	0
4:05 PM	2	7	10	0	6	18	12	0	8	17	2	0	6	15	9	0	112	0	0	0	0
4:10 PM	2	8	3	0	14	27	10	0	7	11	0	0	7	12	11	0	112	0	0	2	0
4:15 PM	1	11	7	0	23	14	10	0	8	13	0	0	11	15	10	0	123	1	0	0	0
4:20 PM	1	23	10	0	14	21	11	0	7	15	4	0	10	19	7	0	142	0	0	0	0
4:25 PM	1	12	6	0	16	21	9	0	6	17	0	0	10	19	3	0	120	0	0	0	0
4:30 PM	3	7	8	0	20	14	3	0	6	18	1	0	5	18	10	0	113	0	0	0	0
4:35 PM	1	13	8	0	12	14	6	0	9	29	2	0	10	17	8	0	129	1	0	0	0
4:40 PM	0	10	11	0	17	19	8	0	7	11	3	0	9	13	10	0	118	0	0	1	0
4:45 PM	3	11	12	0	15	22	6	0	8	16	0	0	8	13	8	0	122	0	0	0	0
4:50 PM	2	19	8	0	13	18	10	0	13	24	2	0	11	13	11	0	144	0	0	0	0
4:55 PM	1	15	11	0	10	15	3	0	13	23	2	0	17	32	6	0	148	0	0	0	0
5:00 PM	2	10	6	0	22	18	9	0	7	11	2	0	11	11	6	0	115	0	0	0	0
5:05 PM	2	9	10	0	20	19	1	0	5	9	2	0	3	8	10	0	98	0	0	0	0
5:10 PM	1	15	11	0	14	14	6	0	4	18	2	0	6	18	15	0	124	0	0	0	0
5:15 PM	2	5	8	0	24	18	4	0	5	15	2	0	10	8	14	0	115	0	0	0	0
5:20 PM	1	13	4	0	13	19	5	0	10	10	1	0	7	14	13	0	110	0	0	0	0
5:25 PM	0	10	7	0	12	22	5	0	5	25	0	0	8	20	9	0	123	0	0	0	0
5:30 PM	1	16	4	0	16	15	9	0	3	13	0	0	10	9	9	0	105	0	0	0	0
5:35 PM	0	3	9	0	19	20	5	0	12	27	0	0	8	8	9	0	120	0	0	0	0
5:40 PM	0	13	5	0	20	10	6	0	9	12	0	0	10	9	7	0	101	0	0	0	0
5:45 PM	1	11	11	0	16	11	5	0	9	17	2	0	7	10	7	0	107	0	0	0	0
5:50 PM	0	9	6	0	13	15	1	0	5	25	2	0	7	14	7	0	104	0	0	0	0
5:55 PM	3	11	3	0	12	11	6	0	7	20	1	0	5	4	3	0	86	0	0	0	0
Total Survey	33	272	180	0	378	420	158	0	180	410	33	0	208	325	208	0	2,805	3	0	3	0

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	7	26	15	0	37	70	30	0	22	42	5	0	25	33	26	0	338	1	0	2	0
4:15 PM	3	46	23	0	53	56	30	0	21	45	4	0	31	53	20	0	385	1	0	0	0
4:30 PM	4	30	27	0	49	47	17	0	22	58	6	0	24	48	28	0	360	1	0	1	0
4:45 PM	6	45	31	0	38	55	19	0	34	63	4	0	36	58	25	0	414	0	0	0	0
5:00 PM	5	34	27	0	56	51	16	0	16	38	6	0	20	37	31	0	337	0	0	0	0
5:15 PM	3	28	19	0	49	59	14	0	20	50	3	0	25	42	36	0	348	0	0	0	0
5:30 PM	1	32	18	0	55	45	20	0	24	52	0	0	28	26	25	0	326	0	0	0	0
5:45 PM	4	31	20	0	41	37	12	0	21	62	5	0	19	28	17	0	297	0	0	0	0
Total Survey	33	272	180	0	378	420	158	0	180	410	33	0	208	325	208	0	2,805	3	0	3	0

### Peak Hour Summary

4:05 PM to 5:05 PM

By Approach	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	265	354	619	0	500	344	844	0	322	313	635	0	411	487	898	0	1,498	2	0	3	0
%HV	3.0%				4.2%				4.3%				5.1%				4.3%				
PHF	0.81				0.87				0.80				0.86				0.90				

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	19	146	100	265	182	221	97	500	99	205	18	322	115	197	99	411	1,498
%HV	5.3%	2.7%	3.0%	3.0%	4.4%	2.7%	7.2%	4.2%	7.1%	3.4%	0.0%	4.3%	1.7%	4.1%	11.1%	5.1%	4.3%
PHF	0.79	0.79	0.81	0.81	0.86	0.89	0.76	0.87	0.73	0.80	0.75	0.80	0.74	0.85	0.83	0.86	0.90

### Rolling Hour Summary

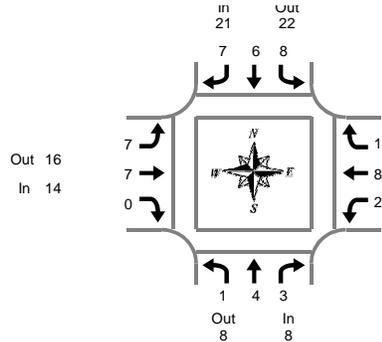
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	20	147	96	0	177	228	96	0	99	208	19	0	116	192	99	0	1,497	3	0	3	0
4:15 PM	18	155	108	0	196	209	82	0	93	204	20	0	111	196	104	0	1,496	2	0	1	0
4:30 PM	18	137	104	0	192	212	66	0	92	209	19	0	105	185	120	0	1,459	1	0	1	0
4:45 PM	15	139	95	0	198	210	69	0	94	203	13	0	109	163	117	0	1,425	0	0	0	0
5:00 PM	13	125	84	0	201	192	62	0	81	202	14	0	92	133	109	0	1,308	0	0	0	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



**Peak Hour Summary**  
4:05 PM to 5:05 PM

## Hwy 213 & Hwy 211

Tuesday, January 16, 2018

4:00 PM to 6:00 PM

### Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	3	0	1	4	2	1	0	3	2	0	0	2	10
4:05 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	3	2	5	7
4:10 PM	0	1	0	1	2	1	2	5	1	0	0	1	0	1	1	2	9
4:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	4
4:20 PM	0	1	0	1	1	1	1	3	0	1	0	1	0	1	1	2	7
4:25 PM	0	1	0	1	1	3	1	5	0	0	0	0	0	1	1	2	8
4:30 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	3	7	
4:35 PM	0	0	0	0	1	1	1	3	2	1	0	3	0	0	2	8	
4:40 PM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	3	
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
4:50 PM	1	1	0	2	0	0	0	0	1	1	0	2	1	0	0	5	
4:55 PM	0	0	1	1	1	0	1	2	0	0	0	0	0	1	1	5	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:05 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	6	
5:10 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	3	
5:15 PM	0	1	0	1	1	0	1	2	0	1	0	1	1	1	0	6	
5:20 PM	0	0	0	0	1	0	2	3	1	1	0	2	0	0	1	6	
5:25 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	2	
5:30 PM	0	0	1	1	1	0	1	2	0	0	0	0	0	1	2	6	
5:35 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	2	
5:40 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	
5:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	1	3	
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
5:55 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	3	
Total Survey	1	7	4	12	19	9	14	42	11	11	0	22	5	12	21	38	114

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	1	3	5	1	3	9	4	1	0	5	2	4	3	9	26
4:15 PM	0	2	1	3	2	4	3	9	0	1	0	1	1	3	2	6	19
4:30 PM	0	0	0	0	2	1	1	4	4	5	0	9	0	0	5	5	18
4:45 PM	1	1	1	3	2	0	1	3	1	1	0	2	1	1	1	3	11
5:00 PM	0	0	0	0	3	1	0	4	0	0	0	0	0	1	4	5	9
5:15 PM	0	1	0	1	2	1	3	6	1	2	0	3	1	2	1	4	14
5:30 PM	0	0	1	1	2	0	2	4	1	0	0	1	0	1	3	4	10
5:45 PM	0	1	0	1	1	1	1	3	0	1	0	1	0	0	2	2	7
Total Survey	1	7	4	12	19	9	14	42	11	11	0	22	5	12	21	38	114

### Heavy Vehicle Peak Hour Summary

4:05 PM to 5:05 PM

By Approach	Northbound Hwy 213			Southbound Hwy 213			Eastbound Hwy 211			Westbound Hwy 211			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	8	16	21	22	43	14	16	30	21	18	39	64
PHF	0.67			0.58			0.39			0.58			0.70

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	4	3	8	8	6	7	21	7	7	0	14	2	8	11	21	64
PHF	0.25	0.50	0.38	0.67	0.67	0.38	0.44	0.58	0.44	0.35	0.00	0.39	0.50	0.40	0.46	0.58	0.70

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Hwy 211				Westbound Hwy 211				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	5	3	9	11	6	8	25	9	8	0	17	4	8	11	23	74
4:15 PM	1	3	2	6	9	6	5	20	5	7	0	12	2	5	12	19	57
4:30 PM	1	2	1	4	9	3	5	17	6	8	0	14	2	4	11	17	52
4:45 PM	1	2	2	5	9	2	6	17	3	3	0	6	2	5	9	16	44
5:00 PM	0	2	1	3	8	3	6	17	2	3	0	5	1	4	10	15	40

# Peak Hour Summary

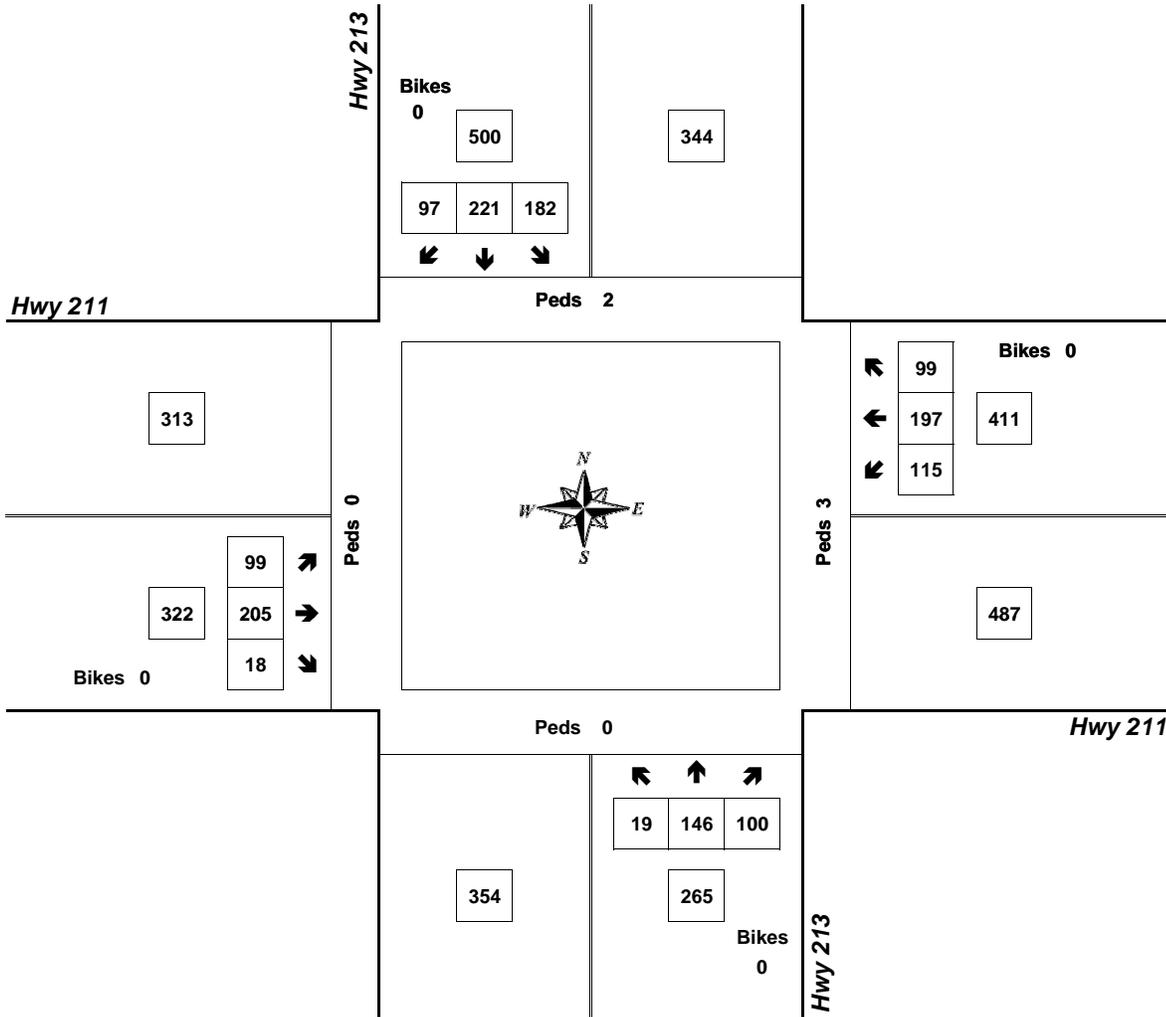


Clay Carney  
(503) 833-2740

## Hwy 213 & Hwy 211

4:05 PM to 5:05 PM

Tuesday, January 16, 2018



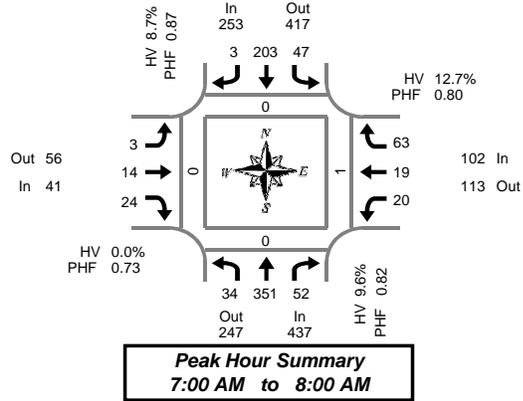
Approach	PHF	HV%	Volume
EB	0.80	4.3%	322
WB	0.86	5.1%	411
NB	0.81	3.0%	265
SB	0.87	4.2%	500
<b>Intersection</b>	<b>0.90</b>	<b>4.3%</b>	<b>1,498</b>

Count Period: 4:00 PM to 6:00 PM

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## Hwy 213 & Toliver Rd

Wednesday, January 17, 2018

7:00 AM to 9:00 AM

### 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	33	5	0	7	17	0	0	0	0	3	0	1	5	9	0	82	0	0	0	0
7:05 AM	2	21	1	0	1	16	1	0	1	0	3	0	1	1	5	0	53	0	0	0	0
7:10 AM	4	33	5	0	2	13	0	0	0	2	1	0	2	0	8	0	70	0	0	0	0
7:15 AM	5	33	2	0	4	11	0	0	0	2	2	0	2	1	7	0	69	0	0	0	0
7:20 AM	5	35	9	0	5	18	0	0	1	0	2	0	1	4	5	0	85	0	0	0	0
7:25 AM	4	36	5	0	6	17	0	0	1	2	0	0	2	2	4	0	79	0	0	0	0
7:30 AM	1	23	4	0	4	14	0	0	0	0	0	0	4	1	3	0	54	0	0	0	0
7:35 AM	2	27	2	0	4	15	0	0	0	0	4	0	1	2	2	0	59	0	0	0	0
7:40 AM	0	27	5	0	2	28	1	0	0	1	5	0	1	0	4	0	74	0	0	0	0
7:45 AM	2	30	8	0	6	16	0	0	0	2	2	0	1	2	5	0	74	0	0	0	0
7:50 AM	3	25	4	0	4	15	1	0	0	3	1	0	1	0	4	0	61	0	0	0	0
7:55 AM	4	28	2	0	2	23	0	0	0	2	1	0	3	1	7	0	73	0	0	1	0
8:00 AM	0	17	3	0	4	18	0	0	0	1	0	0	1	1	3	0	48	0	0	0	0
8:05 AM	2	20	4	0	0	14	0	0	0	0	1	0	0	0	5	0	46	0	0	0	0
8:10 AM	1	23	2	0	2	21	0	0	0	1	0	0	3	0	3	0	56	0	0	0	0
8:15 AM	3	25	1	0	3	19	0	0	1	0	1	0	1	3	6	0	63	0	0	0	0
8:20 AM	1	28	4	0	2	18	1	0	0	0	0	0	1	2	4	0	61	0	0	0	0
8:25 AM	3	24	2	0	1	19	1	0	0	0	1	0	2	1	4	0	58	0	0	0	0
8:30 AM	1	28	5	1	5	15	0	0	0	0	2	0	0	1	3	0	60	0	0	0	0
8:35 AM	3	18	2	0	3	14	0	0	0	0	2	0	2	1	4	0	49	0	0	0	0
8:40 AM	3	18	8	2	5	24	1	0	0	0	1	0	3	1	6	0	70	0	0	0	0
8:45 AM	0	21	1	0	4	21	0	0	1	0	4	0	6	1	6	0	65	0	0	0	0
8:50 AM	2	35	3	0	3	24	2	0	0	4	1	0	2	3	9	0	88	0	0	0	0
8:55 AM	1	20	3	0	1	16	1	0	1	1	0	0	5	1	5	0	55	0	0	0	0
Total Survey	54	628	90	3	80	426	9	0	6	21	37	0	46	34	121	0	1,552	0	0	1	0

### 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	8	87	11	0	10	46	1	0	1	2	7	0	4	6	22	0	205	0	0	0	0
7:15 AM	14	104	16	0	15	46	0	0	2	4	4	0	5	7	16	0	233	0	0	0	0
7:30 AM	3	77	11	0	10	57	1	0	0	1	9	0	6	3	9	0	187	0	0	0	0
7:45 AM	9	83	14	0	12	54	1	0	0	7	4	0	5	3	16	0	208	0	0	1	0
8:00 AM	3	60	9	0	6	53	0	0	0	2	1	0	4	1	11	0	150	0	0	0	0
8:15 AM	7	77	7	0	6	56	2	0	1	0	2	0	4	6	14	0	182	0	0	0	0
8:30 AM	7	64	15	3	13	53	1	0	0	0	5	0	5	3	13	0	179	0	0	0	0
8:45 AM	3	76	7	0	8	61	3	0	2	5	5	0	13	5	20	0	208	0	0	0	0
Total Survey	54	628	90	3	80	426	9	0	6	21	37	0	46	34	121	0	1,552	0	0	1	0

### Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	437	247	684	0	253	417	670	0	41	56	97	0	102	113	215	0	833	0	0	1	0
%HV	9.6%				8.7%				0.0%				12.7%				9.2%				
PHF	0.82				0.87				0.73				0.80				0.89				

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	34	351	52	437	47	203	3	253	3	14	24	41	20	19	63	102	833
%HV	0.0%	6.8%	34.6%	9.6%	10.6%	8.4%	0.0%	8.7%	0.0%	0.0%	0.0%	0.0%	30.0%	5.3%	9.5%	12.7%	9.2%
PHF	0.61	0.84	0.72	0.82	0.78	0.86	0.38	0.87	0.38	0.50	0.55	0.73	0.71	0.68	0.72	0.80	0.89

### Rolling Hour Summary

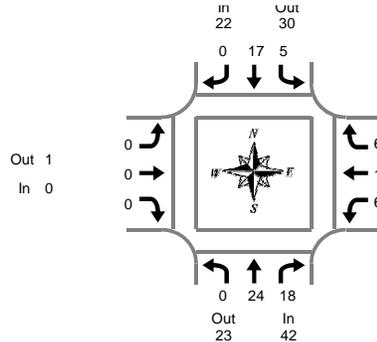
7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	34	351	52	0	47	203	3	0	3	14	24	0	20	19	63	0	833	0	0	1	0
7:15 AM	29	324	50	0	43	210	2	0	2	14	18	0	20	14	52	0	778	0	0	1	0
7:30 AM	22	297	41	0	34	220	4	0	1	10	16	0	19	13	50	0	727	0	0	1	0
7:45 AM	26	284	45	3	37	216	4	0	1	9	12	0	18	13	54	0	719	0	0	1	0
8:00 AM	20	277	38	3	33	223	6	0	3	7	13	0	26	15	58	0	719	0	0	0	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



**Peak Hour Summary**  
7:00 AM to 8:00 AM

## Hwy 213 & Toliver Rd

Wednesday, January 17, 2018

7:00 AM to 9:00 AM

### Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	2	0	2	2	1	0	3	0	0	0	0	1	0	0	1	6
7:05 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
7:10 AM	0	2	4	6	0	0	0	0	0	0	0	0	0	0	1	1	7
7:15 AM	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
7:20 AM	0	6	3	9	0	2	0	2	0	0	0	0	0	0	0	0	11
7:25 AM	0	1	4	5	0	1	0	1	0	0	0	0	1	1	0	2	8
7:30 AM	0	0	3	3	1	1	0	2	0	0	0	0	0	0	0	0	5
7:35 AM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
7:40 AM	0	1	1	2	0	4	0	4	0	0	0	0	1	0	0	1	7
7:45 AM	0	4	1	5	1	2	0	3	0	0	0	0	0	0	1	1	9
7:50 AM	0	1	1	2	1	1	0	2	0	0	0	0	1	0	1	2	6
7:55 AM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	3	4	7
8:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	1	0	2	3	7
8:05 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	1	1	4
8:10 AM	0	1	1	2	1	6	0	7	0	1	0	1	1	0	0	1	11
8:15 AM	0	2	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
8:20 AM	0	3	0	3	0	3	1	4	0	0	0	0	0	0	2	2	9
8:25 AM	1	3	0	4	0	6	0	6	0	0	0	0	2	0	0	2	12
8:30 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
8:35 AM	0	2	0	2	1	2	0	3	0	0	1	1	0	1	0	1	7
8:40 AM	0	2	1	3	0	5	0	5	0	0	0	0	0	0	0	0	8
8:45 AM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
8:50 AM	0	9	0	9	0	2	0	2	0	0	0	0	0	0	0	0	11
8:55 AM	0	3	3	6	0	2	0	2	0	0	0	0	0	0	0	0	8
Total Survey	1	54	24	79	7	56	1	64	0	1	1	2	11	2	11	24	169

### Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	5	4	9	2	3	0	5	0	0	0	0	1	0	1	2	16
7:15 AM	0	9	8	17	0	4	0	4	0	0	0	0	1	1	0	2	23
7:30 AM	0	3	4	7	1	6	0	7	0	0	0	0	2	0	0	2	16
7:45 AM	0	7	2	9	2	4	0	6	0	0	0	0	2	0	5	7	22
8:00 AM	0	2	2	4	1	11	0	12	0	1	0	1	2	0	3	5	22
8:15 AM	1	8	0	9	0	11	1	12	0	0	0	0	3	0	2	5	26
8:30 AM	0	6	1	7	1	9	0	10	0	0	1	1	0	1	0	1	19
8:45 AM	0	14	3	17	0	8	0	8	0	0	0	0	0	0	0	0	25
Total Survey	1	54	24	79	7	56	1	64	0	1	1	2	11	2	11	24	169

### Heavy Vehicle Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound Hwy 213			Southbound Hwy 213			Eastbound Toliver Rd			Westbound Toliver Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	42	23	65	22	30	52	0	1	1	13	23	36	77
PHF	0.58			0.61			0.00			0.46			0.80

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	24	18	42	5	17	0	22	0	0	0	0	6	1	6	13	77
PHF	0.00	0.60	0.45	0.58	0.63	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.75	0.25	0.30	0.46	0.80

### Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	24	18	42	5	17	0	22	0	0	0	0	6	1	6	13	77
7:15 AM	0	21	16	37	4	25	0	29	0	1	0	1	7	1	8	16	83
7:30 AM	1	20	8	29	4	32	1	37	0	1	0	1	9	0	10	19	86
7:45 AM	1	23	5	29	4	35	1	40	0	1	1	2	7	1	10	18	89
8:00 AM	1	30	6	37	2	39	1	42	0	1	1	2	5	1	5	11	92

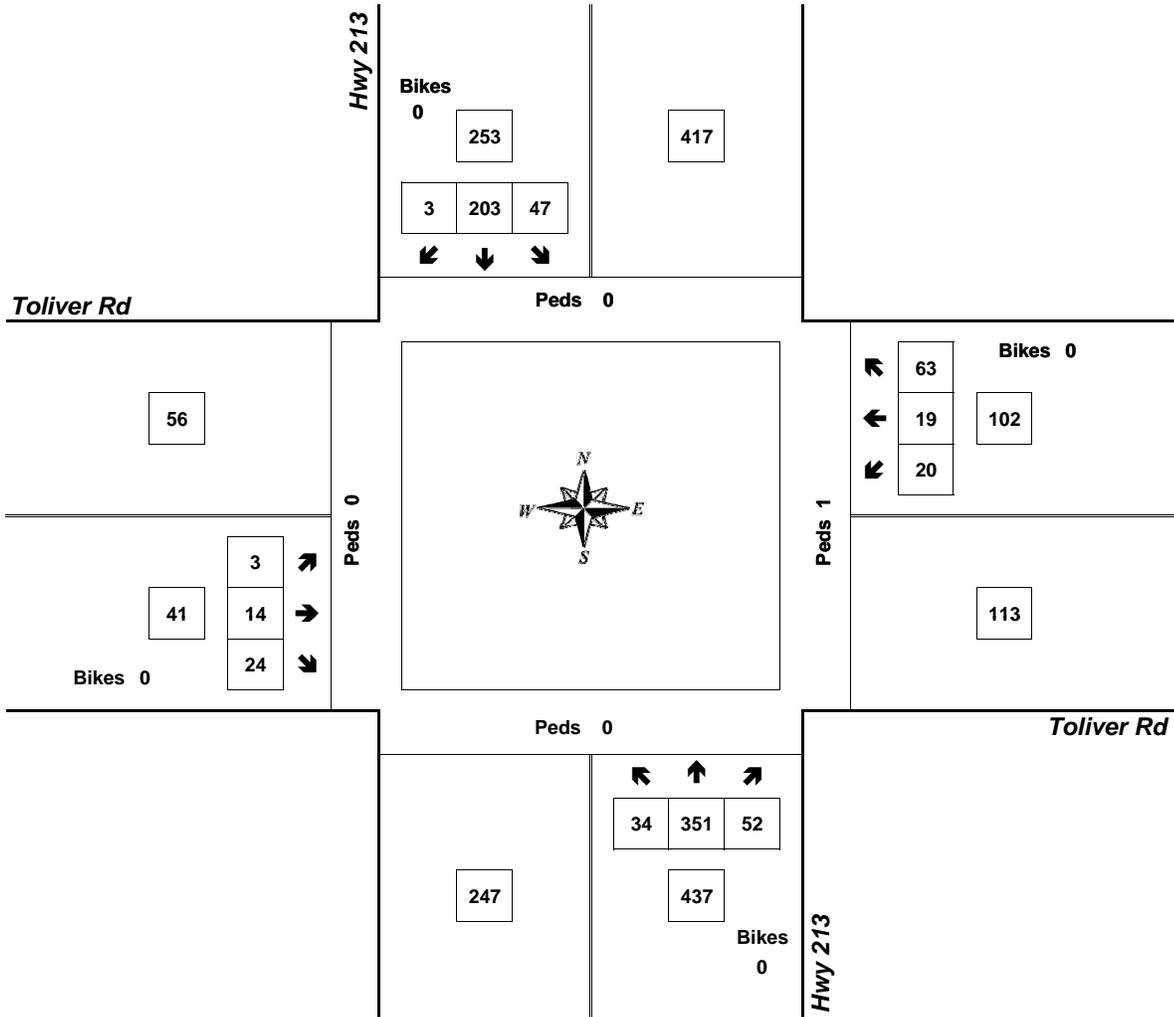
# Peak Hour Summary



Clay Carney  
(503) 833-2740

## Hwy 213 & Toliver Rd

7:00 AM to 8:00 AM  
Wednesday, January 17, 2018



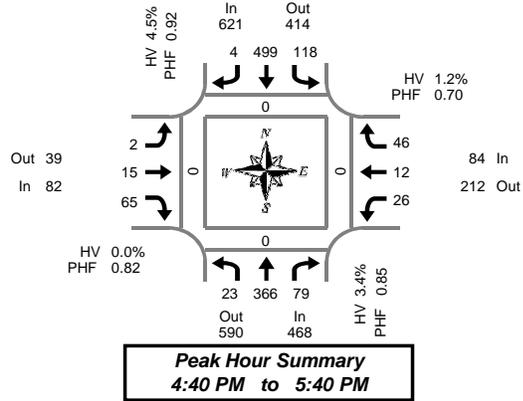
Approach	PHF	HV%	Volume
EB	0.73	0.0%	41
WB	0.80	12.7%	102
NB	0.82	9.6%	437
SB	0.87	8.7%	253
<b>Intersection</b>	<b>0.89</b>	<b>9.2%</b>	<b>833</b>

Count Period: 7:00 AM to 9:00 AM

# Total Vehicle Summary



Clay Carney  
(503) 833-2740



## Hwy 213 & Toliver Rd

Tuesday, January 16, 2018

4:00 PM to 6:00 PM

### 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	18	4	0	9	41	0	0	0	0	9	0	7	2	4	0	96	0	0	0	0
4:05 PM	1	22	8	0	8	39	0	0	1	1	3	0	8	2	4	0	97	0	0	1	0
4:10 PM	1	21	8	0	8	51	0	0	0	0	6	0	4	0	6	0	105	0	0	0	0
4:15 PM	1	27	7	0	5	36	0	0	0	2	4	0	3	1	6	0	92	0	0	0	0
4:20 PM	1	33	10	0	9	42	0	0	0	3	3	0	2	1	5	0	109	0	0	0	0
4:25 PM	3	21	4	0	9	40	0	0	0	6	11	0	4	2	2	0	102	0	0	0	0
4:30 PM	0	22	14	0	7	32	1	0	0	2	10	0	6	2	2	0	98	0	0	0	0
4:35 PM	2	27	11	0	1	41	0	0	0	3	6	0	3	2	3	0	99	0	0	0	0
4:40 PM	0	35	8	0	10	48	1	0	0	1	4	0	4	0	1	0	112	0	0	0	0
4:45 PM	1	25	9	0	8	30	0	0	0	1	7	0	2	2	4	0	89	0	0	0	0
4:50 PM	2	38	11	0	5	47	0	0	0	0	5	0	1	0	9	0	118	0	0	0	0
4:55 PM	8	31	7	0	9	39	0	0	0	1	5	0	1	1	6	0	108	0	0	0	0
5:00 PM	1	36	3	0	9	30	0	0	0	1	7	0	4	3	5	0	99	0	0	0	0
5:05 PM	1	21	11	0	9	45	0	0	0	1	8	0	3	1	3	0	103	0	0	0	0
5:10 PM	2	33	4	0	8	45	2	0	0	1	6	0	1	1	2	0	105	0	0	0	0
5:15 PM	2	23	8	0	12	38	0	0	1	2	6	0	4	0	4	0	100	0	0	0	0
5:20 PM	2	36	6	0	13	46	0	0	1	1	4	0	2	1	2	0	114	0	0	0	0
5:25 PM	4	26	2	0	10	44	1	0	0	1	2	0	2	0	6	0	98	0	0	0	0
5:30 PM	0	29	4	0	13	42	0	0	0	2	3	0	2	2	3	0	100	0	0	0	0
5:35 PM	0	33	6	0	12	45	0	0	0	3	8	0	0	1	1	0	109	0	0	0	0
5:40 PM	1	30	5	0	4	30	1	0	0	1	5	0	0	1	1	0	79	0	0	0	0
5:45 PM	1	34	8	0	11	42	0	0	0	1	5	0	1	0	5	0	108	0	0	0	0
5:50 PM	0	17	8	0	7	25	0	0	0	1	5	0	1	0	3	0	67	0	0	0	0
5:55 PM	1	22	4	0	9	35	0	0	0	3	4	0	0	1	4	0	83	0	0	1	0
Total Survey	37	660	170	0	205	953	6	0	3	38	136	0	65	26	91	0	2,390	0	0	2	0

### 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	61	20	0	25	131	0	0	1	1	18	0	19	4	14	0	298	0	0	1	0
4:15 PM	5	81	21	0	23	118	0	0	0	11	18	0	9	4	13	0	303	0	0	0	0
4:30 PM	2	84	33	0	18	121	2	0	0	6	20	0	13	4	6	0	309	0	0	0	0
4:45 PM	11	94	27	0	22	116	0	0	0	2	17	0	4	3	19	0	315	0	0	0	0
5:00 PM	4	90	18	0	26	120	2	0	0	3	21	0	8	5	10	0	307	0	0	0	0
5:15 PM	8	85	16	0	35	128	1	0	2	4	12	0	8	1	12	0	312	0	0	0	0
5:30 PM	1	92	15	0	29	117	1	0	0	6	16	0	2	4	5	0	288	0	0	0	0
5:45 PM	2	73	20	0	27	102	0	0	0	5	14	0	2	1	12	0	258	0	0	1	0
Total Survey	37	660	170	0	205	953	6	0	3	38	136	0	65	26	91	0	2,390	0	0	2	0

### Peak Hour Summary

4:40 PM to 5:40 PM

By Approach	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	468	590	1,058	0	621	414	1,035	0	82	39	121	0	84	212	296	0	1,255	0	0	0	0
%HV	3.4%				4.5%				0.0%				1.2%				3.6%				
PHF	0.85				0.92				0.82				0.70				0.97				

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	23	366	79	468	118	499	4	621	2	15	65	82	26	12	46	84	1,255
%HV	0.0%	4.1%	1.3%	3.4%	6.8%	4.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	1.2%	3.6%
PHF	0.52	0.87	0.71	0.85	0.82	0.95	0.50	0.92	0.25	0.63	0.77	0.82	0.81	0.60	0.58	0.70	0.97

### Rolling Hour Summary

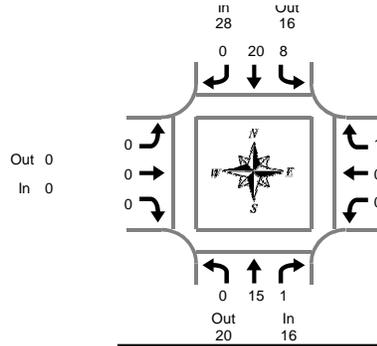
4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	22	320	101	0	88	486	2	0	1	20	73	0	45	15	52	0	1,225	0	0	1	0
4:15 PM	22	349	99	0	89	475	4	0	0	22	76	0	34	16	48	0	1,234	0	0	0	0
4:30 PM	25	353	94	0	101	485	5	0	2	15	70	0	33	13	47	0	1,243	0	0	0	0
4:45 PM	24	361	76	0	112	481	4	0	2	15	66	0	22	13	46	0	1,222	0	0	0	0
5:00 PM	15	340	69	0	117	467	4	0	2	18	63	0	20	11	39	0	1,165	0	0	1	0

# Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



**Peak Hour Summary**  
4:40 PM to 5:40 PM

## Hwy 213 & Toliver Rd

Tuesday, January 16, 2018

4:00 PM to 6:00 PM

### Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	1	3	0	3	0	3	0	0	0	0	0	0	0	0	6
4:05 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:10 PM	0	1	3	4	1	5	0	6	0	0	0	0	0	0	0	0	10
4:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
4:20 PM	1	2	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
4:25 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
4:30 PM	0	1	4	5	1	1	0	2	0	0	0	0	0	0	0	0	7
4:35 PM	0	2	1	3	1	4	0	5	0	0	0	0	0	0	0	0	8
4:40 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3
4:50 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
4:55 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:05 PM	0	2	1	3	0	3	0	3	0	0	0	0	0	0	0	0	6
5:10 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
5:20 PM	0	3	0	3	1	4	0	5	0	0	0	0	0	0	0	0	8
5:25 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	3	0	3	1	2	0	3	0	0	0	0	0	0	0	0	6
5:35 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:40 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:50 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:55 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Survey	1	32	11	44	12	43	0	55	0	1	0	1	0	0	1	1	101

### Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	5	5	10	1	8	0	9	0	0	0	0	0	0	0	0	19
4:15 PM	1	5	0	6	1	7	0	8	0	1	0	1	0	0	0	0	15
4:30 PM	0	4	5	9	3	6	0	9	0	0	0	0	0	0	0	0	18
4:45 PM	0	4	0	4	3	3	0	6	0	0	0	0	0	0	0	0	10
5:00 PM	0	3	1	4	1	4	0	5	0	0	0	0	0	0	0	0	9
5:15 PM	0	3	0	3	2	7	0	9	0	0	0	0	0	0	1	1	13
5:30 PM	0	5	0	5	1	6	0	7	0	0	0	0	0	0	0	0	12
5:45 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
Total Survey	1	32	11	44	12	43	0	55	0	1	0	1	0	0	1	1	101

### Heavy Vehicle Peak Hour Summary

4:40 PM to 5:40 PM

By Approach	Northbound Hwy 213			Southbound Hwy 213			Eastbound Toliver Rd			Westbound Toliver Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	20	36	28	16	44	0	0	0	1	9	10	45
PHF	0.67			0.78			0.00			0.25			0.75

By Movement	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	15	1	16	8	20	0	28	0	0	0	0	0	0	1	1	45
PHF	0.00	0.63	0.25	0.67	0.50	0.71	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.75

### Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 213				Southbound Hwy 213				Eastbound Toliver Rd				Westbound Toliver Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	18	10	29	8	24	0	32	0	1	0	1	0	0	0	0	62
4:15 PM	1	16	6	23	8	20	0	28	0	1	0	1	0	0	0	0	52
4:30 PM	0	14	6	20	9	20	0	29	0	0	0	0	0	0	1	1	50
4:45 PM	0	15	1	16	7	20	0	27	0	0	0	0	0	0	1	1	44
5:00 PM	0	14	1	15	4	19	0	23	0	0	0	0	0	0	1	1	39

# Peak Hour Summary

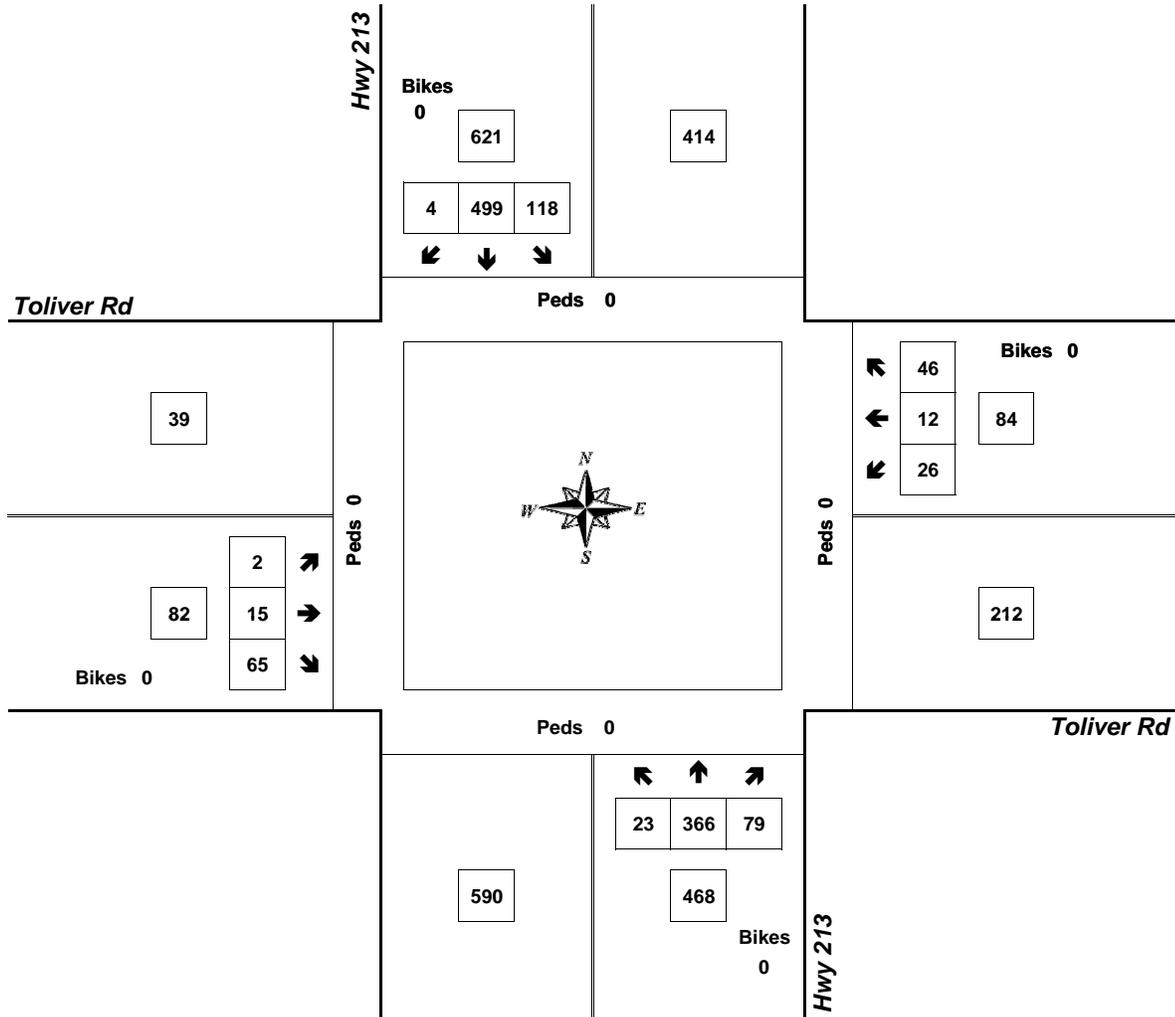


Clay Carney  
(503) 833-2740

## Hwy 213 & Toliver Rd

4:40 PM to 5:40 PM

Tuesday, January 16, 2018



Approach	PHF	HV%	Volume
EB	0.82	0.0%	82
WB	0.70	1.2%	84
NB	0.85	3.4%	468
SB	0.92	4.5%	621
<b>Intersection</b>	<b>0.97</b>	<b>3.6%</b>	<b>1,255</b>

Count Period: 4:00 PM to 6:00 PM



## TRIP GENERATION CALCULATIONS

Land Use: General Office Building  
Land Use Code: 710  
Variable: 1000 Sq Ft Gross Floor Area  
Variable Value: 149.0

### AM PEAK HOUR

Trip Rate: 1.16

	Enter	Exit	Total
Directional Distribution	86%	14%	
Trip Ends	149	24	173

### PM PEAK HOUR

Trip Rate: 1.15

	Enter	Exit	Total
Directional Distribution	16%	84%	
Trip Ends	27	144	171

### WEEKDAY

Trip Rate: 9.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	726	726	1,452

### SATURDAY

Trip Rate: 2.21

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	165	165	330

Source: TRIP GENERATION, Tenth Edition



## TRIP GENERATION CALCULATIONS

Land Use: Medical-Dental Office Building  
Land Use Code: 720  
Variable: 1,000 Sq Ft Gross Floor Area  
Variable Quantity: 87.0

### AM PEAK HOUR

Trip Rate: 2.78

	Enter	Exit	Total
Directional Distribution	78%	22%	
Trip Ends	189	53	242

### PM PEAK HOUR

Trip Rate: 3.46

	Enter	Exit	Total
Directional Distribution	28%	72%	
Trip Ends	84	217	301

### WEEKDAY

Trip Rate: 34.8

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,514	1,514	3,028

### SATURDAY

Trip Rate: 8.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	373	373	746

Source: TRIP GENERATION, Tenth Edition



## TRIP GENERATION CALCULATIONS

Land Use: Tractor Supply Store  
Land Use Code: 810  
Setting/Location: General Urban/Suburban  
Variable: 1000 Sq. Ft. GFA  
Variable Value: 19

### AM PEAK HOUR

Trip Rate: 1.40

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	14	13	27

Note: AM peak hour rate assumed to be the same as PM peak hour. Enter/Exit splits are assumed as inverse to the PM peak hour.

### PM PEAK HOUR

Trip Rate: 1.40

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	13	14	27

### SATURDAY

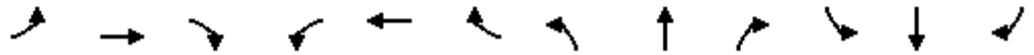
Trip Rate: 3.17

	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends	29	31	60

Source: TRIP GENERATION, Tenth Edition

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2017 Existing Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	105	5	66	189	180	14	143	77	62	71	71
Future Volume (vph)	58	105	5	66	189	180	14	143	77	62	71	71
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1484	1551		1471	1549	1316	1554	1636	1390	1484	1445	
Flt Permitted	0.44	1.00		0.64	1.00	1.00	0.66	1.00	1.00	0.60	1.00	
Satd. Flow (perm)	689	1551		991	1549	1316	1072	1636	1390	935	1445	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	65	118	6	74	212	202	16	161	87	70	80	80
RTOR Reduction (vph)	0	2	0	0	0	163	0	0	47	0	22	0
Lane Group Flow (vph)	65	122	0	74	212	39	16	161	40	70	138	0
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	7%	7%	7%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	23.9	17.1		24.1	17.2	17.2	43.7	41.4	41.4	51.1	45.1	
Effective Green, g (s)	23.9	17.1		24.1	17.2	17.2	43.7	41.4	41.4	51.1	45.1	
Actuated g/C Ratio	0.27	0.19		0.27	0.19	0.19	0.49	0.46	0.46	0.57	0.50	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	244	296		304	298	253	536	757	643	571	728	
v/s Ratio Prot	c0.02	0.08		0.02	c0.14		0.00	c0.10		c0.01	0.10	
v/s Ratio Perm	0.05			0.05		0.03	0.01		0.03	0.06		
v/c Ratio	0.27	0.41		0.24	0.71	0.15	0.03	0.21	0.06	0.12	0.19	
Uniform Delay, d1	25.2	31.7		25.1	33.8	30.0	11.8	14.3	13.3	8.7	12.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.9		0.4	7.8	0.3	0.0	0.6	0.2	0.1	0.6	
Delay (s)	25.8	32.7		25.5	41.6	30.3	11.8	14.9	13.5	8.8	12.7	
Level of Service	C	C		C	D	C	B	B	B	A	B	
Approach Delay (s)		30.3			34.5			14.3			11.5	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	89.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	437	0	0	237
Future Vol, veh/h	0	0	437	0	0	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	0	0	491	0	0	266

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	757	491	0	0	491
Stage 1	491	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	375	578	-	-	1037
Stage 1	615	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	375	578	-	-	1037
Mov Cap-2 Maneuver	375	-	-	-	-
Stage 1	615	-	-	-	-
Stage 2	779	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1037
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	14	24	20	19	63	34	351	52	47	203	3
Future Vol, veh/h	3	14	24	20	19	63	34	351	52	47	203	3
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	13	13	13	10	10	10	9	9	9
Mvmt Flow	3	16	27	22	21	71	38	394	58	53	228	3

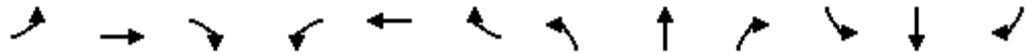
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	882	865	230	858	838	426	231	0	0	454	0	0
Stage 1	335	335	-	501	501	-	-	-	-	-	-	-
Stage 2	547	530	-	357	337	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.2	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.29	-	-	2.281	-	-
Pot Cap-1 Maneuver	269	294	814	265	290	606	1291	-	-	1071	-	-
Stage 1	683	646	-	532	525	-	-	-	-	-	-	-
Stage 2	525	530	-	639	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	207	266	814	227	262	605	1291	-	-	1070	-	-
Mov Cap-2 Maneuver	207	266	-	227	262	-	-	-	-	-	-	-
Stage 1	656	609	-	510	504	-	-	-	-	-	-	-
Stage 2	426	508	-	568	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	18.3	0.6	1.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1291	-	-	424	385	1070	-
HCM Lane V/C Ratio	0.03	-	-	0.109	0.298	0.049	-
HCM Control Delay (s)	7.9	0	-	14.5	18.3	8.5	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.2	0.2	-

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2017 Existing Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (vph)	99	205	18	115	197	99	19	146	100	182	221	97
Future Volume (vph)	99	205	18	115	197	99	19	146	100	182	221	97
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1596	1662		1583	1667	1369	1614	1699	1403	1594	1593	
Flt Permitted	0.49	1.00		0.31	1.00	1.00	0.55	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	817	1662		510	1667	1369	933	1699	1403	958	1593	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	110	228	20	128	219	110	21	162	111	202	246	108
RTOR Reduction (vph)	0	3	0	0	0	86	0	0	65	0	11	0
Lane Group Flow (vph)	110	245	0	128	219	24	21	162	46	202	343	0
Confl. Peds. (#/hr)	2					5			3	3		2
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	28.2	20.0		32.8	22.3	22.3	44.4	42.4	42.4	58.8	52.3	
Effective Green, g (s)	28.2	20.0		32.8	22.3	22.3	44.4	42.4	42.4	58.8	52.3	
Actuated g/C Ratio	0.27	0.19		0.32	0.22	0.22	0.43	0.41	0.41	0.57	0.51	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	286	323		272	361	296	416	700	578	621	810	
v/s Ratio Prot	0.03	c0.15		c0.05	0.13		0.00	0.10		c0.04	c0.22	
v/s Ratio Perm	0.07			0.10		0.02	0.02		0.03	0.15		
v/c Ratio	0.38	0.76		0.47	0.61	0.08	0.05	0.23	0.08	0.33	0.42	
Uniform Delay, d1	29.2	39.1		26.6	36.3	32.1	16.8	19.6	18.3	11.0	15.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	9.8		1.3	2.9	0.1	0.1	0.8	0.3	0.3	1.6	
Delay (s)	30.0	48.9		27.9	39.2	32.2	16.9	20.4	18.6	11.3	17.4	
Level of Service	C	D		C	D	C	B	C	B	B	B	
Approach Delay (s)		43.1			34.3			19.5			15.2	
Approach LOS		D			C			B			B	

Intersection Summary

HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	468	0	0	590
Future Vol, veh/h	0	0	468	0	0	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	0	0	482	0	0	608

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1090	482	0	0	482
Stage 1	482	-	-	-	-
Stage 2	608	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	238	584	-	-	1070
Stage 1	621	-	-	-	-
Stage 2	543	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	238	584	-	-	1070
Mov Cap-2 Maneuver	238	-	-	-	-
Stage 1	621	-	-	-	-
Stage 2	543	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1070	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	15	65	26	12	46	23	366	79	118	499	4
Future Vol, veh/h	2	15	65	26	12	46	23	366	79	118	499	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	4	4	4
Mvmt Flow	2	15	67	27	12	47	24	377	81	122	514	4

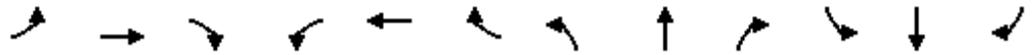
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1255	1266	516	1266	1227	418	519	0	0	459	0	0
Stage 1	760	760	-	465	465	-	-	-	-	-	-	-
Stage 2	495	506	-	801	762	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	150	171	563	147	179	637	1042	-	-	1092	-	-
Stage 1	401	417	-	580	565	-	-	-	-	-	-	-
Stage 2	560	543	-	380	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	112	140	563	102	146	637	1042	-	-	1092	-	-
Mov Cap-2 Maneuver	112	140	-	102	146	-	-	-	-	-	-	-
Stage 1	389	352	-	562	547	-	-	-	-	-	-	-
Stage 2	491	526	-	270	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	34.8	0.4	1.7
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1042	-	-	341	205	1092	-
HCM Lane V/C Ratio	0.023	-	-	0.248	0.422	0.111	-
HCM Control Delay (s)	8.5	0	-	19	34.8	8.7	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1	1.9	0.4	-

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2020 Background Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	118	6	73	212	200	16	157	86	69	78	78
Future Volume (vph)	64	118	6	73	212	200	16	157	86	69	78	78
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1484	1551		1471	1549	1316	1554	1636	1390	1484	1445	
Flt Permitted	0.40	1.00		0.61	1.00	1.00	0.65	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	631	1551		950	1549	1316	1057	1636	1390	894	1445	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	72	133	7	82	238	225	18	176	97	78	88	88
RTOR Reduction (vph)	0	2	0	0	0	178	0	0	54	0	23	0
Lane Group Flow (vph)	72	138	0	82	238	47	18	176	43	78	153	0
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	7%	7%	7%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	25.9	18.9		25.9	18.9	18.9	42.5	40.2	40.2	50.7	44.3	
Effective Green, g (s)	25.9	18.9		25.9	18.9	18.9	42.5	40.2	40.2	50.7	44.3	
Actuated g/C Ratio	0.29	0.21		0.29	0.21	0.21	0.47	0.44	0.44	0.56	0.49	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	246	323		312	323	274	509	726	617	542	707	
v/s Ratio Prot	c0.02	0.09		0.02	c0.15		0.00	c0.11		c0.01	0.11	
v/s Ratio Perm	0.06			0.05		0.04	0.02		0.03	0.07		
v/c Ratio	0.29	0.43		0.26	0.74	0.17	0.04	0.24	0.07	0.14	0.22	
Uniform Delay, d1	24.5	31.1		24.4	33.5	29.4	12.9	15.7	14.4	9.4	13.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.9		0.5	8.5	0.3	0.0	0.8	0.2	0.1	0.7	
Delay (s)	25.1	32.0		24.9	41.9	29.7	12.9	16.5	14.6	9.5	13.9	
Level of Service	C	C		C	D	C	B	B	B	A	B	
Approach Delay (s)		29.7			34.3			15.6			12.5	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.37	C
Actuated Cycle Length (s)	90.5	Sum of lost time (s)
Intersection Capacity Utilization	45.1%	18.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	569	0	0	324
Future Vol, veh/h	0	0	569	0	0	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	0	0	639	0	0	364

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1003	639	0	0	639
Stage 1	639	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	268	476	-	-	912
Stage 1	526	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	268	476	-	-	912
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	526	-	-	-	-
Stage 2	703	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	912	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	25	21	20	66	35	480	54	49	278	3
Future Vol, veh/h	3	15	25	21	20	66	35	480	54	49	278	3
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	13	13	13	10	10	10	9	9	9
Mvmt Flow	3	17	28	24	22	74	39	539	61	55	312	3

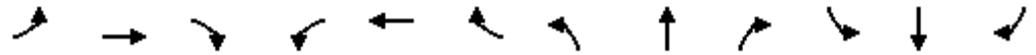
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1122	1104	314	1096	1075	572	316	0	0	601	0	0
Stage 1	424	424	-	649	649	-	-	-	-	-	-	-
Stage 2	698	680	-	447	426	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.2	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.29	-	-	2.281	-	-
Pot Cap-1 Maneuver	185	213	731	182	210	499	1200	-	-	943	-	-
Stage 1	612	590	-	441	449	-	-	-	-	-	-	-
Stage 2	434	454	-	570	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	130	188	731	149	185	498	1200	-	-	942	-	-
Mov Cap-2 Maneuver	130	188	-	149	185	-	-	-	-	-	-	-
Stage 1	582	548	-	419	427	-	-	-	-	-	-	-
Stage 2	332	431	-	494	527	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.5		27.2		0.5		1.3	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	314	280	942	-
HCM Lane V/C Ratio	0.033	-	-	0.154	0.429	0.058	-
HCM Control Delay (s)	8.1	0	-	18.5	27.2	9.1	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2	0.2	-

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2020 Background Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	230	20	128	221	110	21	160	111	202	243	107
Future Volume (vph)	110	230	20	128	221	110	21	160	111	202	243	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1597	1663		1583	1667	1368	1614	1699	1403	1594	1593	
Flt Permitted	0.41	1.00		0.29	1.00	1.00	0.53	1.00	1.00	0.55	1.00	
Satd. Flow (perm)	687	1663		485	1667	1368	904	1699	1403	916	1593	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	256	22	142	246	122	23	178	123	224	270	119
RTOR Reduction (vph)	0	3	0	0	0	95	0	0	75	0	12	0
Lane Group Flow (vph)	122	275	0	142	246	27	23	178	48	224	377	0
Confl. Peds. (#/hr)	2					5			3	3		2
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	31.9	22.3		34.3	23.5	23.5	43.3	41.3	41.3	58.8	52.3	
Effective Green, g (s)	31.9	22.3		34.3	23.5	23.5	43.3	41.3	41.3	58.8	52.3	
Actuated g/C Ratio	0.30	0.21		0.33	0.22	0.22	0.41	0.39	0.39	0.56	0.50	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	290	351		270	371	305	384	665	549	594	790	
v/s Ratio Prot	0.04	c0.17		c0.05	0.15		0.00	0.10		c0.05	c0.24	
v/s Ratio Perm	0.09			0.12		0.02	0.02		0.03	0.16		
v/c Ratio	0.42	0.78		0.53	0.66	0.09	0.06	0.27	0.09	0.38	0.48	
Uniform Delay, d1	28.0	39.3		27.1	37.3	32.5	18.6	21.8	20.2	12.3	17.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	10.9		1.8	4.4	0.1	0.1	1.0	0.3	0.4	2.1	
Delay (s)	29.0	50.1		29.0	41.8	32.6	18.6	22.8	20.5	12.7	19.6	
Level of Service	C	D		C	D	C	B	C	C	B	B	
Approach Delay (s)		43.7			36.0			21.6			17.1	
Approach LOS		D			D			C			B	

Intersection Summary

HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	105.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	607	0	0	819
Future Vol, veh/h	0	0	607	0	0	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	0	0	626	0	0	844

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1470	626	0	0	626
Stage 1	626	-	-	-	-
Stage 2	844	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	140	484	-	-	946
Stage 1	533	-	-	-	-
Stage 2	422	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	140	484	-	-	946
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	533	-	-	-	-
Stage 2	422	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	946	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	26.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	22	97	39	18	69	24	501	82	123	683	4
Future Vol, veh/h	2	22	97	39	18	69	24	501	82	123	683	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	4	4	4
Mvmt Flow	2	23	100	40	19	71	25	516	85	127	704	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1613	1611	706	1629	1570	559	708	0	0	601	0	0
Stage 1	960	960	-	608	608	-	-	-	-	-	-	-
Stage 2	653	651	-	1021	962	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	85	105	439	82	111	530	886	-	-	967	-	-
Stage 1	311	338	-	485	487	-	-	-	-	-	-	-
Stage 2	460	468	-	286	336	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	50	79	439	~ 40	83	530	886	-	-	967	-	-
Mov Cap-2 Maneuver	50	79	-	~ 40	83	-	-	-	-	-	-	-
Stage 1	298	265	-	464	466	-	-	-	-	-	-	-
Stage 2	366	448	-	158	263	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.6	299.2	0.4	1.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	886	-	-	224	95	967	-
HCM Lane V/C Ratio	0.028	-	-	0.557	1.367	0.131	-
HCM Control Delay (s)	9.2	0	-	39.6	299.2	9.3	0
HCM Lane LOS	A	A	-	E	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3	9.5	0.5	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2020 Background Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	118	6	73	212	203	16	161	86	72	81	79
Future Volume (vph)	65	118	6	73	212	203	16	161	86	72	81	79
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1484	1551		1471	1549	1316	1554	1636	1390	1484	1447	
Flt Permitted	0.40	1.00		0.61	1.00	1.00	0.64	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	621	1551		942	1549	1316	1053	1636	1390	889	1447	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	73	133	7	82	238	228	18	181	97	81	91	89
RTOR Reduction (vph)	0	2	0	0	0	181	0	0	53	0	23	0
Lane Group Flow (vph)	73	138	0	82	238	47	18	181	44	81	157	0
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	7%	7%	7%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	26.1	19.2		26.1	19.2	19.2	44.4	42.1	42.1	52.8	46.3	
Effective Green, g (s)	26.1	19.2		26.1	19.2	19.2	44.4	42.1	42.1	52.8	46.3	
Actuated g/C Ratio	0.28	0.21		0.28	0.21	0.21	0.48	0.45	0.45	0.57	0.50	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	239	321		304	320	272	516	742	631	548	722	
v/s Ratio Prot	c0.02	0.09		0.02	c0.15		0.00	c0.11		c0.01	0.11	
v/s Ratio Perm	0.06			0.06		0.04	0.02		0.03	0.07		
v/c Ratio	0.31	0.43		0.27	0.74	0.17	0.03	0.24	0.07	0.15	0.22	
Uniform Delay, d1	25.4	32.0		25.4	34.4	30.2	12.7	15.5	14.3	9.3	13.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.9		0.5	9.0	0.3	0.0	0.8	0.2	0.1	0.7	
Delay (s)	26.2	32.9		25.8	43.5	30.5	12.8	16.3	14.5	9.4	13.7	
Level of Service	C	C		C	D	C	B	B	B	A	B	
Approach Delay (s)		30.6			35.4			15.5			12.4	
Approach LOS		C			D			B			B	

Intersection Summary		
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.37	C
Actuated Cycle Length (s)	92.7	Sum of lost time (s)
Intersection Capacity Utilization	45.3%	18.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	7	6	569	8	6	324
Future Vol, veh/h	7	6	569	8	6	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	8	7	639	9	7	364

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1022	644	0	0	648
Stage 1	644	-	-	-	-
Stage 2	378	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	261	473	-	-	905
Stage 1	523	-	-	-	-
Stage 2	693	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	258	473	-	-	905
Mov Cap-2 Maneuver	258	-	-	-	-
Stage 1	518	-	-	-	-
Stage 2	693	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	905
HCM Lane V/C Ratio	-	-	0.045	0.007
HCM Control Delay (s)	-	-	16.6	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	25	23	20	66	35	484	56	49	282	3
Future Vol, veh/h	3	15	25	23	20	66	35	484	56	49	282	3
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	13	13	13	10	10	10	9	9	9
Mvmt Flow	3	17	28	26	22	74	39	544	63	55	317	3

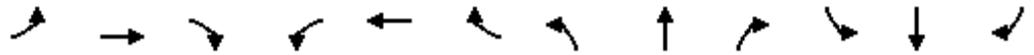
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1132	1115	319	1106	1085	578	320	0	0	608	0	0
Stage 1	429	429	-	655	655	-	-	-	-	-	-	-
Stage 2	703	686	-	451	430	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.2	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.29	-	-	2.281	-	-
Pot Cap-1 Maneuver	182	210	726	179	207	495	1196	-	-	937	-	-
Stage 1	608	587	-	437	446	-	-	-	-	-	-	-
Stage 2	431	451	-	567	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	185	726	146	182	494	1196	-	-	936	-	-
Mov Cap-2 Maneuver	127	185	-	146	182	-	-	-	-	-	-	-
Stage 1	578	545	-	415	423	-	-	-	-	-	-	-
Stage 2	329	428	-	490	524	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.8		28.6		0.5		1.3	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	309	272	936	-
HCM Lane V/C Ratio	0.033	-	-	0.156	0.45	0.059	-
HCM Control Delay (s)	8.1	0	-	18.8	28.6	9.1	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2.2	0.2	-

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2020 Background Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	230	20	128	221	113	21	163	111	205	247	108
Future Volume (vph)	111	230	20	128	221	113	21	163	111	205	247	108
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1597	1663		1583	1667	1368	1614	1699	1403	1594	1593	
Flt Permitted	0.41	1.00		0.29	1.00	1.00	0.53	1.00	1.00	0.54	1.00	
Satd. Flow (perm)	681	1663		480	1667	1368	899	1699	1403	913	1593	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	123	256	22	142	246	126	23	181	123	228	274	120
RTOR Reduction (vph)	0	3	0	0	0	98	0	0	74	0	12	0
Lane Group Flow (vph)	123	275	0	142	246	28	23	181	49	228	383	0
Confl. Peds. (#/hr)	2					5			3	3		2
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	32.2	22.5		34.6	23.7	23.7	44.3	42.3	42.3	59.9	53.4	
Effective Green, g (s)	32.2	22.5		34.6	23.7	23.7	44.3	42.3	42.3	59.9	53.4	
Actuated g/C Ratio	0.30	0.21		0.32	0.22	0.22	0.41	0.40	0.40	0.56	0.50	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	288	350		268	369	303	386	672	555	595	796	
v/s Ratio Prot	0.04	c0.17		c0.05	0.15		0.00	0.11		c0.05	c0.24	
v/s Ratio Perm	0.09			0.12		0.02	0.02		0.03	0.17		
v/c Ratio	0.43	0.79		0.53	0.67	0.09	0.06	0.27	0.09	0.38	0.48	
Uniform Delay, d1	28.5	39.9		27.6	37.9	33.0	18.6	21.8	20.2	12.3	17.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	11.0		1.9	4.5	0.1	0.1	1.0	0.3	0.4	2.1	
Delay (s)	29.5	50.9		29.5	42.5	33.1	18.6	22.8	20.5	12.7	19.6	
Level of Service	C	D		C	D	C	B	C	C	B	B	
Approach Delay (s)		44.3			36.6			21.6			17.1	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	106.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	6	607	7	6	819
Future Vol, veh/h	8	6	607	7	6	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	8	6	626	7	6	844

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1486	630	0	0	633
Stage 1	630	-	-	-	-
Stage 2	856	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	137	482	-	-	940
Stage 1	531	-	-	-	-
Stage 2	416	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	135	482	-	-	940
Mov Cap-2 Maneuver	135	-	-	-	-
Stage 1	525	-	-	-	-
Stage 2	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	195	940
HCM Lane V/C Ratio	-	-	0.074	0.007
HCM Control Delay (s)	-	-	24.9	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	29.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	22	97	41	18	69	24	505	84	123	687	4
Future Vol, veh/h	2	22	97	41	18	69	24	505	84	123	687	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	4	4	4
Mvmt Flow	2	23	100	42	19	71	25	521	87	127	708	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1624	1622	710	1641	1581	565	712	0	0	608	0	0
Stage 1	964	964	-	615	615	-	-	-	-	-	-	-
Stage 2	660	658	-	1026	966	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	83	104	437	80	109	526	883	-	-	961	-	-
Stage 1	309	336	-	480	484	-	-	-	-	-	-	-
Stage 2	455	464	-	284	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	48	78	437	~ 39	81	526	883	-	-	961	-	-
Mov Cap-2 Maneuver	48	78	-	~ 39	81	-	-	-	-	-	-	-
Stage 1	296	262	-	459	463	-	-	-	-	-	-	-
Stage 2	361	444	-	156	261	-	-	-	-	-	-	-

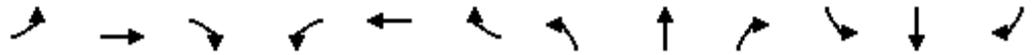
Approach	EB	WB	NB	SB
HCM Control Delay, s	40.2	\$ 335.8	0.4	1.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	883	-	-	222	91	961	-
HCM Lane V/C Ratio	0.028	-	-	0.562	1.45	0.132	-
HCM Control Delay (s)	9.2	0	-	40.2\$	335.8	9.3	0
HCM Lane LOS	A	A	-	E	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3.1	10	0.5	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
 1: Hwy 213 & Hwy 211

31176 S Hwy 213  
 2038 Background Plus Existing Zoning - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	168	8	104	302	311	22	254	121	102	113	111
Future Volume (vph)	104	168	8	104	302	311	22	254	121	102	113	111
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1484	1552		1471	1549	1316	1554	1636	1390	1484	1446	
Flt Permitted	0.29	1.00		0.54	1.00	1.00	0.60	1.00	1.00	0.43	1.00	
Satd. Flow (perm)	450	1552		838	1549	1316	986	1636	1390	675	1446	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	117	189	9	117	339	349	25	285	136	115	127	125
RTOR Reduction (vph)	0	1	0	0	0	255	0	0	82	0	26	0
Lane Group Flow (vph)	117	197	0	117	339	94	25	285	54	115	226	0
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	7%	7%	7%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	38.7	29.6		37.1	28.8	28.8	45.0	41.9	41.9	55.0	47.4	
Effective Green, g (s)	38.7	29.6		37.1	28.8	28.8	45.0	41.9	41.9	55.0	47.4	
Actuated g/C Ratio	0.36	0.28		0.35	0.27	0.27	0.42	0.39	0.39	0.52	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	252	431		341	419	356	433	644	547	414	644	
v/s Ratio Prot	c0.04	0.13		0.03	c0.22		0.00	c0.17		c0.02	0.16	
v/s Ratio Perm	0.13			0.09		0.07	0.02		0.04	0.12		
v/c Ratio	0.46	0.46		0.34	0.81	0.27	0.06	0.44	0.10	0.28	0.35	
Uniform Delay, d1	24.5	31.7		24.6	36.2	30.5	18.0	23.7	20.3	14.2	19.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.8		0.6	11.0	0.4	0.1	2.2	0.4	0.4	1.5	
Delay (s)	25.8	32.5		25.2	47.2	30.9	18.1	25.9	20.7	14.6	20.9	
Level of Service	C	C		C	D	C	B	C	C	B	C	
Approach Delay (s)		30.0			36.9			23.9			18.9	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	106.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	13	11	653	82	67	369
Future Vol, veh/h	13	11	653	82	67	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	15	12	734	92	75	415

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1345	780	0	0	826	0
Stage 1	780	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	167	395	-	-	775	-
Stage 1	452	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	146	395	-	-	775	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	205	775
HCM Lane V/C Ratio	-	-	0.132	0.097
HCM Control Delay (s)	-	-	25.2	10.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.3

Intersection												
Int Delay, s/veh	26.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	21	36	52	28	94	51	531	82	70	348	4
Future Vol, veh/h	4	21	36	52	28	94	51	531	82	70	348	4
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	13	13	13	10	10	10	9	9	9
Mvmt Flow	4	24	40	58	31	106	57	597	92	79	391	4

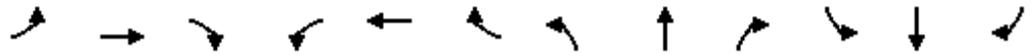
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1378	1355	393	1341	1311	645	396	0	0	690	0	0
Stage 1	551	551	-	758	758	-	-	-	-	-	-	-
Stage 2	827	804	-	583	553	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.2	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.29	-	-	2.281	-	-
Pot Cap-1 Maneuver	123	151	660	123	151	453	1120	-	-	873	-	-
Stage 1	522	519	-	383	400	-	-	-	-	-	-	-
Stage 2	369	398	-	480	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	122	660	84	122	452	1120	-	-	872	-	-
Mov Cap-2 Maneuver	65	122	-	84	122	-	-	-	-	-	-	-
Stage 1	478	459	-	350	366	-	-	-	-	-	-	-
Stage 2	237	364	-	378	439	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.9		184		0.6		1.6	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	212	165	872	-
HCM Lane V/C Ratio	0.051	-	-	0.323	1.185	0.09	-
HCM Control Delay (s)	8.4	0	-	29.9	184	9.5	0
HCM Lane LOS	A	A	-	D	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.3	10.7	0.3	-

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2038 Background Plus Existing Zoning - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	329	28	181	316	160	30	229	157	314	372	164
Future Volume (vph)	156	329	28	181	316	160	30	229	157	314	372	164
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1597	1663		1583	1667	1366	1614	1699	1402	1596	1593	
Flt Permitted	0.31	1.00		0.17	1.00	1.00	0.32	1.00	1.00	0.40	1.00	
Satd. Flow (perm)	525	1663		277	1667	1366	544	1699	1402	678	1593	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	173	366	31	201	351	178	33	254	174	349	413	182
RTOR Reduction (vph)	0	3	0	0	0	128	0	0	121	0	13	0
Lane Group Flow (vph)	173	394	0	201	351	50	33	254	53	349	582	0
Confl. Peds. (#/hr)	2					5			3	3		2
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	39.3	29.8		44.5	32.4	32.4	38.2	35.3	35.3	59.6	52.2	
Effective Green, g (s)	39.3	29.8		44.5	32.4	32.4	38.2	35.3	35.3	59.6	52.2	
Actuated g/C Ratio	0.34	0.26		0.39	0.28	0.28	0.33	0.31	0.31	0.52	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	430		244	469	384	207	521	430	509	723	
v/s Ratio Prot	0.05	c0.24		c0.09	0.21		0.00	0.15		c0.12	c0.37	
v/s Ratio Perm	0.17			0.23		0.04	0.05		0.04	0.24		
v/c Ratio	0.65	0.92		0.82	0.75	0.13	0.16	0.49	0.12	0.69	0.81	
Uniform Delay, d1	28.8	41.4		27.5	37.6	30.8	26.6	32.5	28.7	18.2	27.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	24.0		19.7	6.4	0.2	0.4	3.2	0.6	3.8	9.3	
Delay (s)	34.2	65.4		47.2	44.0	31.0	27.0	35.7	29.3	22.0	36.4	
Level of Service	C	E		D	D	C	C	D	C	C	D	
Approach Delay (s)		55.9			41.7			32.7			31.1	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	79	65	666	15	12	837
Future Vol, veh/h	79	65	666	15	12	837
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	81	67	687	15	12	863

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1582	694	0	0	702
Stage 1	694	-	-	-	-
Stage 2	888	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	120	443	-	-	886
Stage 1	496	-	-	-	-
Stage 2	402	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	117	443	-	-	886
Mov Cap-2 Maneuver	117	-	-	-	-
Stage 1	496	-	-	-	-
Stage 2	392	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	86.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	886
HCM Lane V/C Ratio	-	-	0.848	0.014
HCM Control Delay (s)	-	-	86.4	9.1
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6	0

Intersection												
Int Delay, s/veh	83.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	22	97	43	18	69	34	557	140	176	709	6
Future Vol, veh/h	3	22	97	43	18	69	34	557	140	176	709	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	4	4	4
Mvmt Flow	3	23	100	44	19	71	35	574	144	181	731	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1858	1886	734	1874	1816	646	737	0	0	719	0	0
Stage 1	1097	1097	-	716	716	-	-	-	-	-	-	-
Stage 2	761	789	-	1158	1100	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	71	423	55	78	473	864	-	-	873	-	-
Stage 1	261	291	-	423	436	-	-	-	-	-	-	-
Stage 2	401	405	-	240	289	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	24	43	423	~ 18	47	473	864	-	-	873	-	-
Mov Cap-2 Maneuver	24	43	-	~ 18	47	-	-	-	-	-	-	-
Stage 1	243	189	-	394	406	-	-	-	-	-	-	-
Stage 2	303	377	-	105	187	-	-	-	-	-	-	-

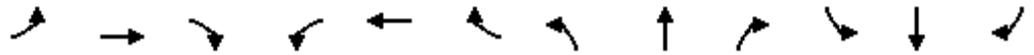
Approach	EB	WB	NB	SB
HCM Control Delay, s	110.3	\$ 1082.7	0.4	2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	864	-	-	141	45	873	-
HCM Lane V/C Ratio	0.041	-	-	0.892	2.978	0.208	-
HCM Control Delay (s)	9.3	0	-	110.3	\$ 1082.7	10.2	0
HCM Lane LOS	A	A	-	F	F	B	A
HCM 95th %tile Q(veh)	0.1	-	-	6	14.6	0.8	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
1: Hwy 213 & Hwy 211

31176 S Hwy 213  
2038 Background Plus Proposed Zoning - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	168	8	104	302	319	22	264	121	108	120	114
Future Volume (vph)	108	168	8	104	302	319	22	264	121	108	120	114
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1484	1552		1471	1549	1316	1554	1636	1390	1484	1448	
Flt Permitted	0.27	1.00		0.57	1.00	1.00	0.60	1.00	1.00	0.42	1.00	
Satd. Flow (perm)	420	1552		890	1549	1316	976	1636	1390	651	1448	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	121	189	9	117	339	358	25	297	136	121	135	128
RTOR Reduction (vph)	0	1	0	0	0	262	0	0	83	0	25	0
Lane Group Flow (vph)	121	197	0	117	339	96	25	297	53	121	238	0
Heavy Vehicles (%)	12%	12%	12%	13%	13%	13%	7%	7%	7%	12%	12%	12%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	41.0	31.2		36.4	28.9	28.9	44.8	42.0	42.0	55.7	48.4	
Effective Green, g (s)	41.0	31.2		36.4	28.9	28.9	44.8	42.0	42.0	55.7	48.4	
Actuated g/C Ratio	0.38	0.29		0.34	0.27	0.27	0.42	0.39	0.39	0.52	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	256	448		340	414	352	420	636	541	407	649	
v/s Ratio Prot	c0.04	0.13		0.02	c0.22		0.00	c0.18		c0.03	0.16	
v/s Ratio Perm	0.14			0.09		0.07	0.02		0.04	0.13		
v/c Ratio	0.47	0.44		0.34	0.82	0.27	0.06	0.47	0.10	0.30	0.37	
Uniform Delay, d1	24.0	31.2		25.8	37.0	31.2	18.8	24.6	20.9	14.7	19.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.7		0.6	11.9	0.4	0.1	2.5	0.4	0.4	1.6	
Delay (s)	25.4	31.9		26.4	49.0	31.6	18.8	27.0	21.3	15.1	21.2	
Level of Service	C	C		C	D	C	B	C	C	B	C	
Approach Delay (s)		29.4			38.1			24.9			19.3	
Approach LOS		C			D			C			B	

Intersection Summary		
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.57	C
Actuated Cycle Length (s)	107.9	Sum of lost time (s)
Intersection Capacity Utilization	60.3%	18.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		B

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	24	653	104	85	369
Future Vol, veh/h	29	24	653	104	85	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	33	27	734	117	96	415

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1398	792	0	0	851
Stage 1	792	-	-	-	-
Stage 2	606	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	155	389	-	-	758
Stage 1	446	-	-	-	-
Stage 2	545	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	129	389	-	-	758
Mov Cap-2 Maneuver	129	-	-	-	-
Stage 1	446	-	-	-	-
Stage 2	455	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	758
HCM Lane V/C Ratio	-	-	0.322	0.126
HCM Control Delay (s)	-	-	33.4	10.4
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.3	0.4

Intersection												
Int Delay, s/veh	34.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	21	36	58	28	94	51	540	86	70	360	4
Future Vol, veh/h	4	21	36	58	28	94	51	540	86	70	360	4
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	13	13	13	10	10	10	9	9	9
Mvmt Flow	4	24	40	65	31	106	57	607	97	79	404	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1403	1383	407	1367	1337	657	409	0	0	704	0	0
Stage 1	564	564	-	771	771	-	-	-	-	-	-	-
Stage 2	839	819	-	596	566	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.2	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.29	-	-	2.281	-	-
Pot Cap-1 Maneuver	118	145	648	118	146	446	1108	-	-	862	-	-
Stage 1	514	512	-	377	394	-	-	-	-	-	-	-
Stage 2	363	392	-	472	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	61	117	648	80	117	445	1108	-	-	861	-	-
Mov Cap-2 Maneuver	61	117	-	80	117	-	-	-	-	-	-	-
Stage 1	470	451	-	344	360	-	-	-	-	-	-	-
Stage 2	231	358	-	369	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31.5		239.7		0.6		1.5	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	203	153	861	-
HCM Lane V/C Ratio	0.052	-	-	0.338	1.322	0.091	-
HCM Control Delay (s)	8.4	0	-	31.5	239.7	9.6	0
HCM Lane LOS	A	A	-	D	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.4	12.3	0.3	-

# HCM Signalized Intersection Capacity Analysis

31176 S Hwy 213

## 1: Hwy 213 & Hwy 211

2038 Background Plus Proposed Zoning - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	329	28	181	316	172	30	243	157	328	390	172
Future Volume (vph)	161	329	28	181	316	172	30	243	157	328	390	172
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1597	1663		1583	1667	1366	1614	1699	1402	1596	1593	
Flt Permitted	0.31	1.00		0.17	1.00	1.00	0.29	1.00	1.00	0.38	1.00	
Satd. Flow (perm)	525	1663		278	1667	1366	488	1699	1402	638	1593	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	179	366	31	201	351	191	33	270	174	364	433	191
RTOR Reduction (vph)	0	3	0	0	0	137	0	0	121	0	13	0
Lane Group Flow (vph)	179	394	0	201	351	54	33	270	53	364	611	0
Confl. Peds. (#/hr)	2					5			3	3		2
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	39.4	29.9		44.6	32.5	32.5	37.8	34.9	34.9	59.7	52.3	
Effective Green, g (s)	39.4	29.9		44.6	32.5	32.5	37.8	34.9	34.9	59.7	52.3	
Actuated g/C Ratio	0.34	0.26		0.39	0.28	0.28	0.33	0.30	0.30	0.52	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	431		244	470	385	188	514	424	499	723	
v/s Ratio Prot	0.06	c0.24		c0.09	0.21		0.00	0.16		c0.13	c0.38	
v/s Ratio Perm	0.17			0.23		0.04	0.05		0.04	0.25		
v/c Ratio	0.67	0.91		0.82	0.75	0.14	0.18	0.53	0.12	0.73	0.85	
Uniform Delay, d1	29.1	41.4		27.6	37.6	30.9	27.1	33.3	29.1	18.7	27.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.5	23.6		19.7	6.4	0.2	0.4	3.8	0.6	5.3	11.7	
Delay (s)	35.5	65.0		47.2	44.0	31.1	27.6	37.1	29.7	24.0	39.6	
Level of Service	D	E		D	D	C	C	D	C	C	D	
Approach Delay (s)		55.9			41.5			33.7			33.8	
Approach LOS		E			D			C			C	

### Intersection Summary

HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	115.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	35.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	119	98	666	46	38	837
Future Vol, veh/h	119	98	666	46	38	837
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	123	101	687	47	39	863

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1651	710	0	0	734
Stage 1	710	-	-	-	-
Stage 2	941	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	~ 109	434	-	-	862
Stage 1	487	-	-	-	-
Stage 2	380	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 100	434	-	-	862
Mov Cap-2 Maneuver	~ 100	-	-	-	-
Stage 1	487	-	-	-	-
Stage 2	347	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	294.7	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	862
HCM Lane V/C Ratio	-	-	1.462	0.045
HCM Control Delay (s)	-	-	294.7	9.4
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	14.6	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 130.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	22	97	52	18	69	34	579	151	176	726	6
Future Vol, veh/h	3	22	97	52	18	69	34	579	151	176	726	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	3	3	3	4	4	4
Mvmt Flow	3	23	100	54	19	71	35	597	156	181	748	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1904	1937	752	1921	1863	675	755	0	0	753	0	0
Stage 1	1114	1114	-	745	745	-	-	-	-	-	-	-
Stage 2	790	823	-	1176	1118	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	53	66	413	~ 51	73	456	851	-	-	848	-	-
Stage 1	255	286	-	408	422	-	-	-	-	-	-	-
Stage 2	386	391	-	234	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	21	39	413	~ 15	43	456	851	-	-	848	-	-
Mov Cap-2 Maneuver	21	39	-	~ 15	43	-	-	-	-	-	-	-
Stage 1	236	181	-	378	391	-	-	-	-	-	-	-
Stage 2	288	362	-	98	179	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	135.4	\$ 1685.1	0.4	2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	130	34	848	-
HCM Lane V/C Ratio	0.041	-	-	0.967	4.215	0.214	-
HCM Control Delay (s)	9.4	0	-	135.4	1685.1	10.4	0
HCM Lane LOS	A	A	-	F	F	B	A
HCM 95th %tile Q(veh)	0.1	-	-	6.6	16.9	0.8	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	24	653	104	85	369
Future Vol, veh/h	29	24	653	104	85	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	10	10	9	9
Mvmt Flow	33	27	734	117	96	415

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1400	793	0	0	851
Stage 1	793	-	-	-	-
Stage 2	607	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281
Pot Cap-1 Maneuver	155	389	-	-	758
Stage 1	446	-	-	-	-
Stage 2	544	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	129	389	-	-	758
Mov Cap-2 Maneuver	244	-	-	-	-
Stage 1	372	-	-	-	-
Stage 2	544	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	758
HCM Lane V/C Ratio	-	-	0.203	0.126
HCM Control Delay (s)	-	-	20.3	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.7	0.4

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	119	98	666	46	38	837
Future Vol, veh/h	119	98	666	46	38	837
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	123	101	687	47	39	863

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1652	711	0	0	734
Stage 1	711	-	-	-	-
Stage 2	941	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	~ 108	433	-	-	862
Stage 1	487	-	-	-	-
Stage 2	380	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 99	433	-	-	862
Mov Cap-2 Maneuver	220	-	-	-	-
Stage 1	445	-	-	-	-
Stage 2	380	-	-	-	-

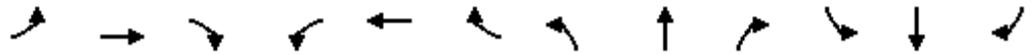
Approach	WB	NB	SB
HCM Control Delay, s	52.7	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	283	862
HCM Lane V/C Ratio	-	-	0.79	0.045
HCM Control Delay (s)	-	-	52.7	9.4
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6.2	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Unsignalized Intersection Capacity Analysis  
 3: Hwy 213 & Toliver Rd

31176 S Hwy 213  
 2020 Background Plus Project (Mitigated) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	3	15	25	25	20	66	35	487	57	49	285	3
Future Volume (veh/h)	3	15	25	25	20	66	35	487	57	49	285	3
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)	3	17	28	28	22	74	39	547	64	55	320	3
Approach Volume (veh/h)		48			124			650			378	
Crossing Volume (veh/h)		403			589			75			89	
High Capacity (veh/h)		1008			869			1306			1292	
High v/c (veh/h)		0.05			0.14			0.50			0.29	
Low Capacity (veh/h)		821			698			1090			1077	
Low v/c (veh/h)		0.06			0.18			0.60			0.35	
<b>Intersection Summary</b>												
Maximum v/c High											0.50	
Maximum v/c Low											0.60	
Intersection Capacity Utilization			58.3%				ICU Level of Service				B	

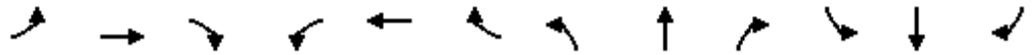
Intersection				
Intersection Delay, s/veh	12.1			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	124	650	378
Demand Flow Rate, veh/h	48	141	715	412
Vehicles Circulating, veh/h	441	648	80	100
Vehicles Exiting, veh/h	71	147	409	689
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	1	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	10.3	15.1	8.4
Approach LOS	A	B	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	48	141	715	412
Cap Entry Lane, veh/h	727	591	1043	1022
Entry HV Adj Factor	1.000	0.880	0.909	0.918
Flow Entry, veh/h	48	124	650	378
Cap Entry, veh/h	727	520	949	938
V/C Ratio	0.066	0.239	0.685	0.403
Control Delay, s/veh	5.6	10.3	15.1	8.4
LOS	A	B	C	A
95th %tile Queue, veh	0	1	6	2

# HCM Unsignalized Intersection Capacity Analysis

31176 S Hwy 213

## 3: Hwy 213 & Toliver Rd

2038 Background Plus Proposed Zoning (Mitigated) - PM Peak Hour

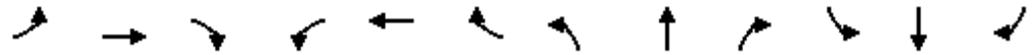


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	3	22	97	52	18	69	34	579	151	176	726	6
Future Volume (veh/h)	3	22	97	52	18	69	34	579	151	176	726	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	23	100	54	19	71	35	597	156	181	748	6
Approach Volume (veh/h)		126			144			788			935	
Crossing Volume (veh/h)		983			635			207			108	
High Capacity (veh/h)		631			838			1178			1273	
High v/c (veh/h)		0.20			0.17			0.67			0.73	
Low Capacity (veh/h)		490			670			973			1059	
Low v/c (veh/h)		0.26			0.22			0.81			0.88	
<b>Intersection Summary</b>												
Maximum v/c High											0.73	
Maximum v/c Low											0.88	
Intersection Capacity Utilization			122.9%			ICU Level of Service					H	

Intersection				
Intersection Delay, s/veh	32.9			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	126	144	788	935
Demand Flow Rate, veh/h	126	146	812	972
Vehicles Circulating, veh/h	1021	654	214	110
Vehicles Exiting, veh/h	61	372	933	690
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.3	9.5	31.1	40.5
Approach LOS	B	A	D	E
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	126	146	812	972
Cap Entry Lane, veh/h	407	588	912	1012
Entry HV Adj Factor	1.000	0.985	0.971	0.962
Flow Entry, veh/h	126	144	788	935
Cap Entry, veh/h	407	579	885	974
V/C Ratio	0.310	0.248	0.890	0.960
Control Delay, s/veh	14.3	9.5	31.1	40.5
LOS	B	A	D	E
95th %tile Queue, veh	1	1	12	16

HCM Unsignalized Intersection Capacity Analysis  
 3: Hwy 213 & Toliver Rd

31176 S Hwy 213  
 2020 Background Plus Project (Mitigated) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	2	22	97	48	18	69	24	522	92	123	703	4
Future Volume (veh/h)	2	22	97	48	18	69	24	522	92	123	703	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	2	23	100	49	19	71	25	538	95	127	725	4
Approach Volume (veh/h)		125			139			658			856	
Crossing Volume (veh/h)		901			565			152			93	
High Capacity (veh/h)		675			886			1230			1288	
High v/c (veh/h)		0.19			0.16			0.54			0.66	
Low Capacity (veh/h)		528			712			1020			1073	
Low v/c (veh/h)		0.24			0.20			0.64			0.80	
<b>Intersection Summary</b>												
Maximum v/c High											0.66	
Maximum v/c Low											0.80	
Intersection Capacity Utilization			110.3%			ICU Level of Service					H	

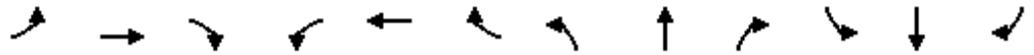
Intersection				
Intersection Delay, s/veh	19.9			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	125	139	658	856
Demand Flow Rate, veh/h	125	140	678	890
Vehicles Circulating, veh/h	935	582	157	94
Vehicles Exiting, veh/h	49	253	903	628
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.7	8.5	15.9	26.0
Approach LOS	B	A	C	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	125	140	678	890
Cap Entry Lane, veh/h	444	631	966	1029
Entry HV Adj Factor	1.000	0.992	0.970	0.962
Flow Entry, veh/h	125	139	658	856
Cap Entry, veh/h	444	626	937	989
V/C Ratio	0.282	0.222	0.702	0.865
Control Delay, s/veh	12.7	8.5	15.9	26.0
LOS	B	A	C	D
95th %tile Queue, veh	1	1	6	11

# HCM Unsignalized Intersection Capacity Analysis

31176 S Hwy 213

## 3: Hwy 213 & Toliver Rd

2038 Background Plus Proposed Zoning (Mitigated) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	4	21	36	58	28	94	51	540	86	70	360	4
Future Volume (veh/h)	4	21	36	58	28	94	51	540	86	70	360	4
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)	4	24	40	65	31	106	57	607	97	79	404	4
Approach Volume (veh/h)		68			202			761			487	
Crossing Volume (veh/h)		548			668			107			153	
High Capacity (veh/h)		898			816			1274			1229	
High v/c (veh/h)		0.08			0.25			0.60			0.40	
Low Capacity (veh/h)		723			650			1060			1019	
Low v/c (veh/h)		0.09			0.31			0.72			0.48	
<b>Intersection Summary</b>												
Maximum v/c High											0.60	
Maximum v/c Low											0.72	
Intersection Capacity Utilization			69.8%				ICU Level of Service				C	

Intersection				
Intersection Delay, s/veh	18.2			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	68	202	761	487
Demand Flow Rate, veh/h	68	228	838	530
Vehicles Circulating, veh/h	599	735	114	171
Vehicles Exiting, veh/h	102	217	553	792
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	1	0	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	14.9	24.1	11.9
Approach LOS	A	B	C	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	68	228	838	530
Cap Entry Lane, veh/h	621	542	1008	952
Entry HV Adj Factor	1.000	0.886	0.908	0.918
Flow Entry, veh/h	68	202	761	487
Cap Entry, veh/h	621	480	916	874
V/C Ratio	0.110	0.421	0.831	0.557
Control Delay, s/veh	7.1	14.9	24.1	11.9
LOS	A	B	C	B
95th %tile Queue, veh	0	2	10	4

# Traffic Signal Warrant Analysis



Project: 31176 S Highway 213  
 Date: 2/20/2018  
 Scenario: 2038 Background Plus Proposed Zoning, PM

Major Street:	Highway 213	Minor Street:	Toliver Road
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1672	PM Peak Hour Volumes:	70

**Warrant Used:**

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
<b>WARRANT 1, CONDITION A</b>					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<b>WARRANT 1, CONDITION B</b>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	16,720	6,200	
Minor Street*	700	2,500	<b>No</b>
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	16,720	9,300	
Minor Street*	700	1,250	<b>No</b>
<i>Combination Warrant</i>			
Major Street	16,720	7,440	
Minor Street*	700	2,000	<b>No</b>

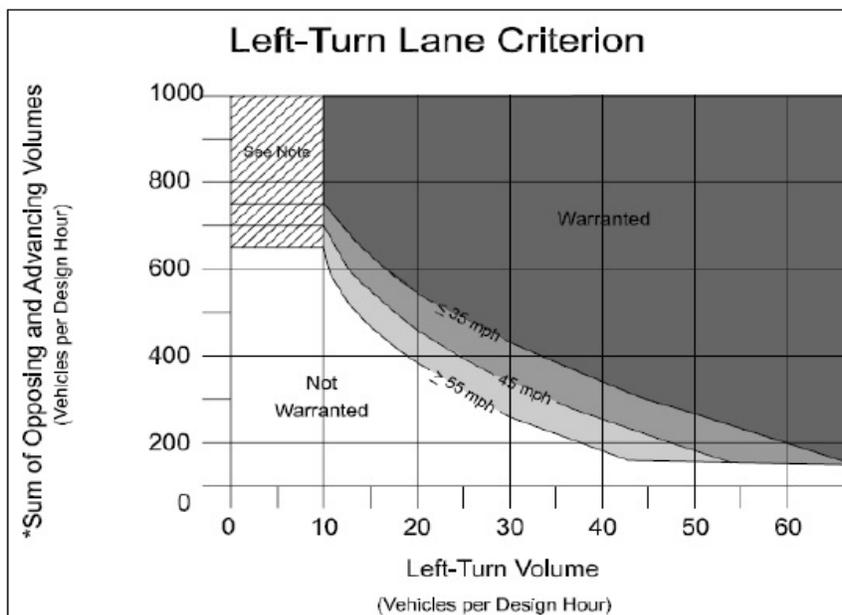
\* Minor street right-turning traffic volumes reduced by 85% of shared lane capacity



Project: 17216 - 31176 S Hwy 213  
 Intersection: Hwy 213 at Site Access  
 Date: 2/20/2018  
 Scenario: 2020 Background Plus 10 Left-Turns

Speed? 40 mph

<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
Left-Turn Volume	10	Left-Turn Volume	10
Approaching DHV	334	Approaching DHV	829
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	569	Opposing DHV	607
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
<b>O+A DHV</b>	<b>903</b>	<b>O+A DHV</b>	<b>1436</b>
Lane Needed?	<b>Yes</b>	Lane Needed?	<b>Yes</b>



Source: Oregon DOT Analysis Procedures Manual 2008

$$\left( \frac{\text{Advancing Vol}}{\# \text{ of Advancing Through Lanes}} \right) + \left( \frac{\text{Opposing Vol}}{\# \text{ of Opposing Through Lanes}} \right)$$

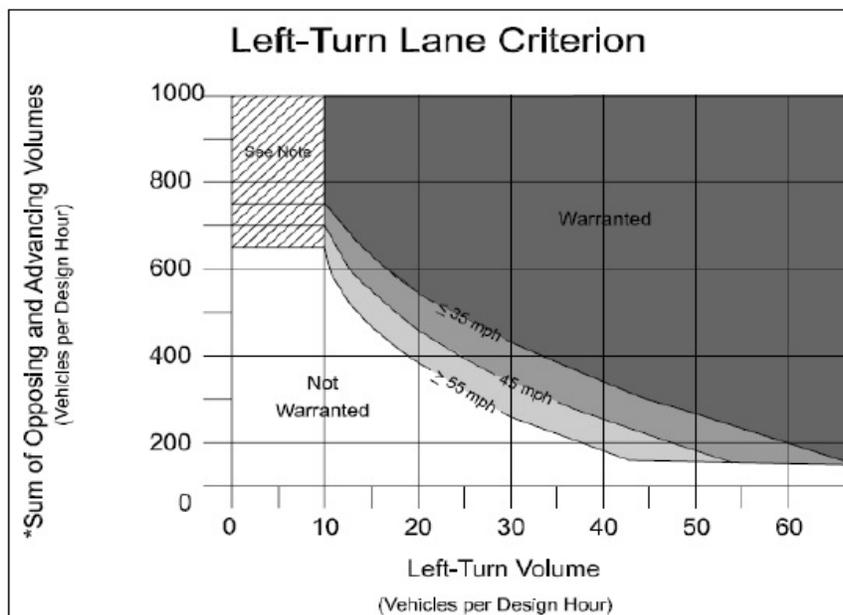
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



Project: 17216 - 31176 S Hwy 213  
 Intersection: Hwy 213 at Toliver Rd  
 Date: 2/20/2018  
 Scenario: 2018 Existing Conditions

Speed? 40 mph

<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
Left-Turn Volume	47	Left-Turn Volume	118
Approaching DHV	253	Approaching DHV	621
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	403	Opposing DHV	445
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
<b>O+A DHV</b>	<b>656</b>	<b>O+A DHV</b>	<b>1066</b>
Lane Needed?	<b>Yes</b>	Lane Needed?	<b>Yes</b>



Source: Oregon DOT Analysis Procedures Manual 2008

$$*\left(\frac{\text{Advancing Vol}}{\# \text{ of Advancing Through Lanes}}\right) + \left(\frac{\text{Opposing Vol}}{\# \text{ of Opposing Through Lanes}}\right)$$

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.







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

160 CASCADE HWY SOUTH

OR 213 Cascade Highway and OR 211 Woodburn-Estacada Highway (intersection)  
 January 1, 2011 through December 31, 2015

SER#	E A U C O	DATE	COUNTY	RD#	FC	CONN #	INT-TYP	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH TYP	SPCL USE	TRLR QTY	MOVE	A S	G E	LICNS	PED	ACTN	EVENT	CAUSE		
INVEST	E L G H R	DAY/TIME	CITY	MILEPNT	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL TYP	OWNER	FROM	PRTC	INJ	E X	RES	LOC	ERROR						
UNLOC?	D C S L K	LAT/LONG	URBAN AREA	LRS	INTERSECTION	SEQ#	LOCTN	(#LANES)	CNTL	DRVWY	LIGHT	SVRTY	V#	VEH TYPE	TO	P#	TYPE	SVRTY	E X	RES	LOC	ERROR	ACTN	EVENT	CAUSE
														02 NONE	0	TURN-L									
														PRVTE		E S							000		00
														PSNGR CAR		01	DRVR	NONE	19	M	UNK	004,028	000		02
03307	N N N	09/07/2011	CLACKAMAS	1	16		INTER	CROSS	N		N CLR	O-1	L-TURN	01 NONE	0	TURN-L									02
NONE		Wed 5A		MN	0		CN		TRF SIGNAL		N DRY	TURN		PRVTE		N E								000	00
			MOLALLA UA	16.10			04	0			N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	F	UNK	004,028	000		02
No	45	9 2.53	-122 36 22.92	016000100S00																					
														02 NONE	0	STRGHT									
														PRVTE		S N								000	00
														PSNGR CAR		01	DRVR	NONE	37	M	OR-Y	000	000		00





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

160 CASCADE HWY SOUTH

OR 213 Cascade Highway and Toliver Rd  
 January 1, 2011 through December 31, 2015

SER#	E A U C O	DATE	COUNTY	RD#	FC	CONN #	INT-TYP	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH TYP	SPCL USE	MOVE	A S	PED	CAUSE									
INVEST	E L G H R	DAY/TIME	CITY	CMPT/MLG	FIRST	STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL TYP	OWNER	FROM	PRTC	INJ	G E	LICNS									
UNLOC?	D C S L K	LAT/LONG	URBAN AREA	MILEPNT	SECOND	STREET	LOCTN	(#LANES)	CNTL	DRVWY	LIGHT	SVRTY	V#	VEH TYPE	TO	P#	TYPE	SVRTY	E X	RES	LOC	ERROR	ACTN	EVENT	CAUSE		
														02 NONE	0	STRGHT											
														PRVTE	E W									015		00	
														PSNGR CAR		01	DRVR	INJA	18	F	OR-Y		028		000	02	
																02	PSNG	INJB	16	F	OR<25		000		000	00	
02199	N N N N N	06/21/2011	CLACKAMAS	1	16		INTER	CROSS	N		N CLR	O-1 L-TURN	01 NONE	0	STRGHT											02	
CITY		Tue 1P	MOLALLA	MN	0	CASCADE HY SOUTH	CN		FLASHBCN-R		N DRY	TURN	PRVTE	SW NE												00	
			MOLALLA UA	15.71		TOLIVER RD	04	0			N DAY	INJ	PSNGR CAR		01	DRVR	INJB	27	F	OR-Y		000		000		00	
No	45	9 21.32 -122 36 13.41		016000100S00				1																			
														02 NONE	0	TURN-L											
														PRVTE	NE SE											000	00
														PSNGR CAR		01	DRVR	INJB	29	M	OR-Y		028,004		026		02
02773	N N N N N	07/29/2012	CLACKAMAS	1	16		INTER	CROSS	N		N CLR	O-1 L-TURN	01 NONE	0	STRGHT											02	
NONE		Sun 7P	MOLALLA	MN	0	CASCADE HY SOUTH	CN		FLASHBCN-A		N DRY	TURN	PRVTE	SW NE												00	
			MOLALLA UA	15.71		TOLIVER RD	04	0			N DAY	INJ	PSNGR CAR		01	DRVR	INJC	17	M	OR-Y		000		000		00	
No	45	9 21.32 -122 36 13.41		016000100S00				1																			
														02 NONE	0	TURN-L											
														PRVTE	NE SE											000	00
														PSNGR CAR		01	DRVR	INJB	59	M	OR-Y		028,004		000		02

## ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNT ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIT OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED ROAD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

**MOVEMENT TYPE CODE TRANSLATION LIST**

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

**PARTICIPANT TYPE CODE TRANSLATION LIST**

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

**PEDESTRIAN LOCATION CODE TRANSLATION LIST**

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE

**TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST**

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

**ROAD CHARACTER CODE TRANSLATION LIST**

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

095 BUS STPSGN BUS STOP SIGN AND RED LIGHTS  
 099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH



# Oregon

Kate Brown, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8259

June 5th, 2018

ODOT #8025

## ODOT Response

<b>Project Name:</b> Molalla Farm Store (Tractor Supply)	<b>Applicant:</b> Trey Jinright, PE
<b>Jurisdiction:</b> City of Molalla	<b>Jurisdiction Case #:</b> P29-2018
<b>Site Address:</b> 3117 Hwy 213, Molalla, OR 97038	<b>Legal Description:</b> 05S 02E 07A <b>Tax Lot(s):</b> 00700
<b>State Highway:</b> OR 213	

The site of this proposed land use action is adjacent to OR 213. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

### COMPREHENSIVE PLAN AMENDMENT/ZONE CHANGE

#### COMMENTS AND FINDINGS

According to the Oregon Highway Plan, OR 213 is classified as a District highway with a .90 volume to capacity ratio as the mobility target for the intersection of OR 213 and Toliver Rd. The Traffic Impact Study (TIS) submitted with the application demonstrated that the proposed zone change from Light Industrial to General Commercial would have a significant effect on the OR 213/Toliver Rd intersection. The intersection of OR 213/Toliver Rd is identified in the current Transportation System Plan (TSP) for a project to add traffic control improvements such as a signal or a roundabout to meet the mobility target. The project is not financially constrained. The TIS proposes to mitigate for the significant effect by capping the number of trips generated from the site on the “reasonable worst” case trip generation based on the Light Industrial zoning. This approach proposes that the development of the site as a commercial use would not be able to generate more traffic than the uses allowed under the Light Industrial zoning designation. ODOT does not concur with the proposed “reasonable worst” case trip generation based on the Light Industrial zoning.

The City has indicated that they will not accept a trip cap as mitigation, therefore, ODOT recommends the applicant be required to construct the project identified in the TSP to improve mobility at the OR 213/Toliver Rd intersection.

ODOT has a current STIP safety project to identify safety and operational improvements at the intersection of OR 213/Toliver Rd. The outcome of this project will be design of a shelf ready project with detailed cost estimates for construction. The applicant should be required to construct the project outcome from the STIP project.

According to the TIS, the forecast total advancing and opposing volumes on the highway during the PM peak in 2020 is 1,436 vehicles per hour. Given the forecast traffic volumes on the highway are more than twice the threshold volumes for a left turn lane at 45 mph, the high speed of through traffic, the narrow shoulders in the area and the fact that the proposed access is within a top 10% SPIS site (based primarily to the crash history at Toliver Road), ODOT recommends a

left turn lane be required to be constructed on the highway at the proposed access to ensure the access can operate safely.

**ODOT RECOMMENDED LOCAL CONDITION OF APPROVAL**

- The applicant shall construct mobility improvements at the intersection of OR 213/Toliver Rd consistent with the Transportation System Plan. Improvements shall include installation of a new traffic control device such as a traffic signal or roundabout to improve safety and mobility at the intersection. The improvements shall be consistent with the STIP safety project for the OR 213/Toliver Rd intersection.
- Applicant shall enter into a development agreement with the City of Molalla. The development agreement must identify a funding mechanism/responsibility to construct improvements at the intersection of OR 213/Toliver Rd intersection as stated above.
- The applicant shall construct a left turn lane on OR 213 into the site access.

**PROPOSED DEVELOPMENT**

**COMMENTS/FINDINGS**

Based on the Molalla Farm Store Transportation Impact Study (TIS), ODOT will be requiring the construction of a left turn lane on OR 213 at the proposed farm store access in conjunction with the required approach road permit application. According to the TIS, the farm store’s anticipated left turn in volume at the access is 8 vehicles per hour during the PM peak period and the forecast total advancing and opposing volumes on the highway during the PM peak in 2020 is 1,436 vehicles per hour. The corresponding point is plotted on the attached left turn criterion graph. Although the anticipated left turn volume is less than 10 vehicles per hour, the corresponding advancing and opposing volume on the highway is more than twice the threshold volume for a left turn lane with a posted speed of 45 mph.

As noted on the ODOT’s left turn lane criterion sheets, “(t)he (left turn lane) criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn.” Given the forecast traffic volumes on the highway are more than twice the threshold volumes for a left turn lane at 45 mph, the high speed of through traffic, the narrow shoulders in the area and the fact that the proposed access is within a top 10% SPIS site (based primarily to the crash history at Toliver Road), ODOT has determined that requiring a left turn lane to be constructed on the highway at the proposed access is required to ensure the access can operate safely with the proposed shared access to serve both developments as indicated below. Therefore, ODOT will be requiring the left turn lane as a condition of the State Highway Approach Road Permit.

Additionally, according to Google Earth and our video-log, it appears there’s a 40 mph sign facing southbound traffic at the existing access for the property. However, that sign is apparently in the wrong location. According to the attached speed zone resolutions, the point at which the speed zone changes from 45 mph to 40 mph is approximately 400’ further south at MP 15.88. There’s currently a 45 mph sign for northbound traffic at that location.

The applicant has indicated that the proposed access will be shared with the adjacent property to the south (or the southern half of the existing parcel, whichever is appropriate) and that a mini

storage facility is being considered for that property. Development of the southern property is expected to increase the left turn demand at the access. It is recommended that the City, farm store development and the property owner figure out a mechanism for the developer of the southern property to share in the cost of constructing the left turn lane.

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: Design Exception Requests may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

#### **ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL**

##### Frontage Improvements and Right of Way

- 8ft sidewalk, curb and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- 4.5ft of right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **3 months** to transfer ownership of property to ODOT.

##### Access to the State Highway

- A State Highway Approach Road Permit from ODOT for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach is legal for the proposed use is required. Truck turning templates shall be provided as needed to ensure vehicles can enter and exit the approach safely. The applicant shall construct a left turn lane on OR 213 into the site access. Site access to the state highway is regulated by OAR 734.51. For application information go to <http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>.

Note: It may take **2 to 3 months** to process a State Highway Approach Road Permit.

- The applicant shall record cross-over access easements to the adjacent properties with state highway frontage with the County Assessor to facilitate future shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT Access Management Program goals.

Permits and Agreements to Work in State Right of Way

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: If a CIA is required, it may take up to **6 months** to process.

- Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, which states that local jurisdictions must enter into an Intergovernmental Agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

- An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

**ADVISORY INFORMATION**

Signs:

- Off-premises signs require a permit through the ODOT Outdoor Advertising Sign program (ORS 377.725). To determine whether or not a sign will be on or off premises contact Jill Hendrickson (ODOT Right-of-Way 503.986.3635).
- Private signs are not permitted in the state highway right of way (ORS 377.700-377.840).

**Please send a copy of the Notice of Decision including conditions of approval to:**

ODOT Region 1 Planning  
Development Review  
123 NW Flanders St  
Portland, OR 97209

[Region1\\_DEVREV\\_Applications@odot.state.or.us](mailto:Region1_DEVREV_Applications@odot.state.or.us)

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
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Traffic Contact: Avi Tayar, P.E.	503.731.8221
District Contact: Aref Bozorgnia	971.673.1268

**PARTITION PLAT No. 2018 -**                       
 A PORTION OF TRACT 37 OF  
 THE SHAVER PLACE PLAT NO. 360  
 IN THE GORDON D.L.C. NO. 40  
 IN THE NE 1/4 OF SECTION 7  
 T. 5 S. R. 2 E. W.M.  
 CITY OF MOLALLA  
 CLACKAMAS COUNTY, OREGON

LEE LARSON PROPERTIES LLC  
 5-2E-07A 00702  
 DOC. NO. 2006-061160

EL RICK  
 INVESTMENTS LLC  
 5-2E-07A 00709  
 DOC. NO. 2006-057558

**PROPOSED  
 PARCEL 1  
 3.95 ACRES**

**A PORTION OF TRACT 37  
 "THE SHAVER PLACE"  
 PLAT NO. 360  
 YAW KATHLEEN & CRAIG  
 DOC. NO. 06-032481  
 8.75 ACRES**

**PROPOSED  
 PARCEL 2  
 4.73 ACRES**

P.P-1992-189  
 PARCEL 1

ST. T. MAN LLC  
 5-2E-07A 00701  
 DOC. NO. 91-58125

DOYLE  
 5-2E-07A 02300  
 DOC. NO. 2015-019507

SOM LLC  
 5-2E-07A 02200  
 DOC. NO. 16-090044

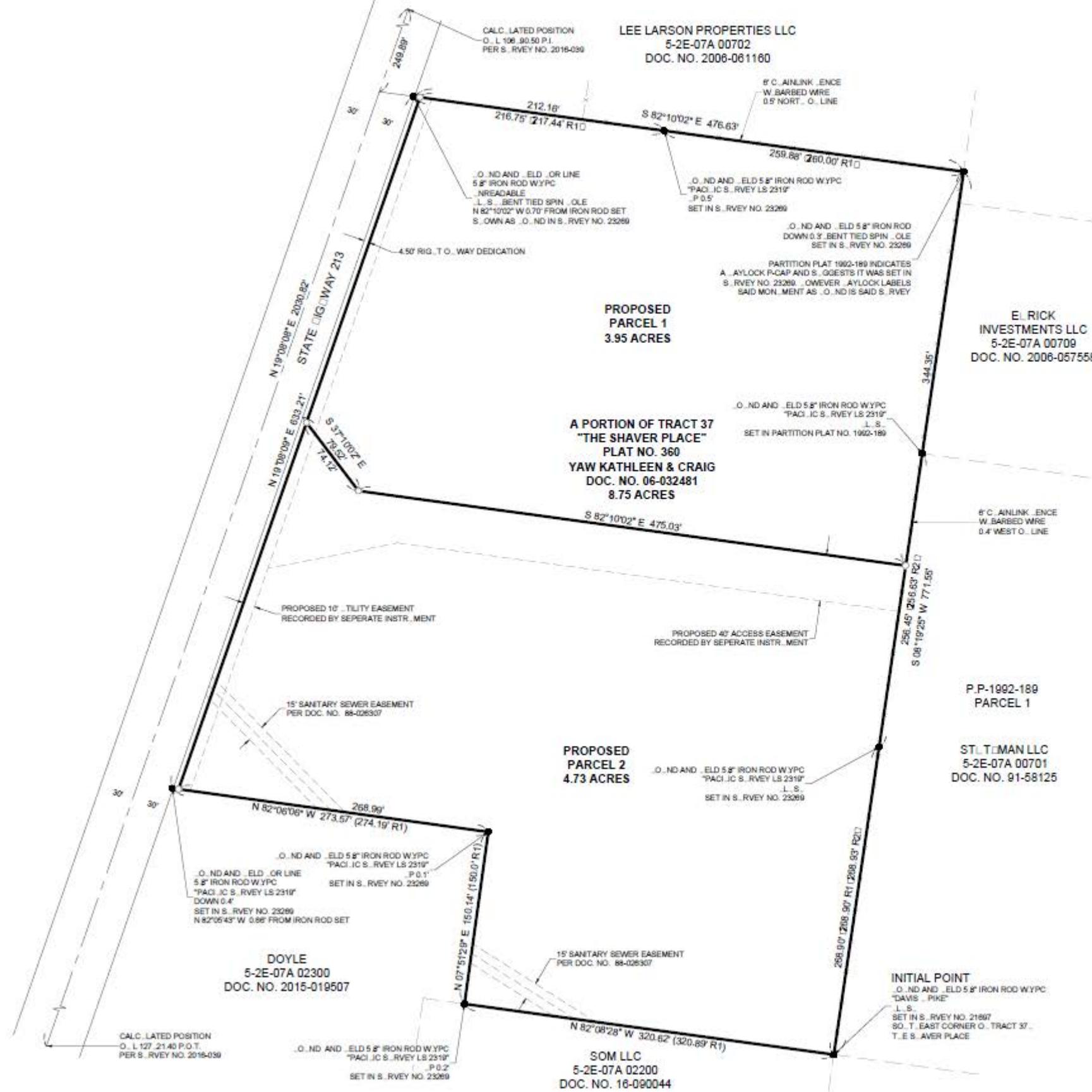
- LEGEND:**
- MON. MENT. .O. ND AS NOTED
  - SET 5" IRON ROD W/ YPC
  - "AG GEO NW LLC" SET MARC., 2017
  - IR IRON ROD
  - YPC YELLOW PLASTIC CAP
  - SN S. RVEY N. MBER
  - P.P. PARTITION PLAT
  - RECORD DATA
  - R1 S. RVEY REFERENCE
  - DOC. NO. DOC. MENT N. MBER
  - — — — — E.N.C.E
  - — — — — CENTERLINE

- SURVEY REFERENCES:**
- R1. PACIFIC SURVEYS SN 23269 BY CHARLES O. DAYLOCK
  - R2. PARTITION PLAT NO. 1992-189 BY CHARLES O. DAYLOCK
  - R3. COOT SURVEY SN 2016-039

REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR

OREGON  
 JAN. 16, 1996  
 TONY J. BROOKS  
 2736

RENEWAL: 12/31/17  
 SIGNED: \_\_\_\_\_





## **ORDINANCE NUMBER 2018-11**

### **AN ORDINANCE OF THE CITY OF MOLALLA, OREGON AMENDING THE ZONE MAP AND COMPREHENSIVE PLAN MAP REGARDING THE PROPOSED ZONE CHANGE.**

**WHEREAS**, on March 9, 2018, the City received an application for a Zone Change and Comprehensive Plan Amendment of certain property within the City's boundaries from M1 (Light Industrial) to C2 (General Commercial), Application P29-2018 (the "Application"); and

**WHEREAS**, on March 29, 2019, City staff deemed the Application complete and;

**WHEREAS**, on May 16, 2018 Notice of a Hearing scheduled for June 6, 2018 was provided as required by applicable provisions of the Molalla Municipal Code and State law; and

**WHEREAS**, on June 6, 2018, the Planning Commission held a hearing on the Application and voted to recommend approval of the Application, with the inclusion of certain approval conditions, to City Council; and

**WHEREAS**, on July 25, 2018 the City Council held a hearing on the Application and voted to approve the Application subject to certain conditions of approval.

**Now, Therefore, the City of Molalla does ordain as follows:**

**Section 1.** The Council hereby approved the Zone Change and Comprehensive Plan Amendment for the property described as Township 5 South, Range 2 East, Section 07A, Tax Lot 00700 (the "Property"), as more particularly described in Exhibit "A" and depicted in Exhibit "B", both of which are attached hereto.

**Section 2.** The zoning designation of the Property in the Comprehensive Plan and Current Zoning Map is changed from M1 (Light Industrial) to C2 (General Commercial).

**Section 3.** As support for its decision, the City Council adopts the findings in Exhibit "C" attached hereto.

**Section 4. Effective date.** This ordinance is effective 30 days after passage by Council and approved by the Mayor this date \_\_\_\_\_.

Read the first time on \_\_\_\_\_ and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_.

Signed by the Mayor on \_\_\_\_\_.

\_\_\_\_\_  
Jimmy Thompson, Mayor

ATTEST:

APPROVED AS TO FORM:  
Beery Elsner & Hammond, LLP

\_\_\_\_\_  
Kelly Richardson, CMC, City Recorder

\_\_\_\_\_  
City Attorney

# City of Molalla City Council Meeting



## Agenda Category: New Business

<b>Subject:</b>	League of Oregon Cities Legislative Priorities
<b>Recommendation:</b>	To review and discuss priorities.
<b>Date of Meeting to be Presented:</b>	July 25, 2018
<b>Fiscal Impact:</b>	None
<b>Submitted By:</b>	City Manager Huff
<b>Approved By:</b>	CM Huff

<b>Background:</b>
See attached.



1201 Court Street NE, Suite 200 • Salem, Oregon 97301  
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863  
[www.orcities.org](http://www.orcities.org)

June 6, 2018

Dear Chief Administrative Official:

For the past three months, eight policy committees have been working to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2019 session. They have identified legislative objectives as set forth in the enclosed ballot and legislative recommendation materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

While the attached ballot reflects the top policies developed in each of the policy committees, each undertook a broad look at a range of issues impacting cities. Many issues reflect the League's ongoing mission to support cities' work and their home rule authority to develop and use a variety of tools to meet the needs of residents but were not included in the ballot. Additional issues, such as addressing the housing shortage and the opioid crisis, are multifaceted and did not fit concisely into policy priorities. However, they remain as work the League intends to accomplish as it works with large groups of stakeholders in search of solutions.

Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors as it prepares to adopt the League's 2019 legislative agenda. After your city council has had the opportunity to review the proposals and discuss them with your staff, please return the enclosed ballot indicating the top four issues that your city council would like to see the League focus on during the 2019 session. **The deadline for response is August 3, 2018.** The board of directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the League's 2019 legislative agenda.

Your city's participation and input will assist the board in creating a focused set of specific legislative targets that reflect the issues of greatest importance to cities. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or Craig Honeyman, Legislative Director, with questions.

Sincerely,

Mike Cully  
Executive Director

Craig Honeyman  
Legislative Director

P.S. If you are reviewing the hard copy of this ballot and would like to view the linked material please visit the following web address and click on the links there:

<http://www.orcities.org/Portals/17/Legislative/2019PolicyBallotInformation.pdf>

## INSTRUCTIONS

1. Each city should submit one form that reflects the consensus opinion of its city council on the **top four** legislative priorities for 2018.
2. Simply place an **X or a check mark** in the space to the left of the city's top four legislative proposals (last pages of the packet).
3. The top four do not need to be prioritized.
4. Return by **August 3rd** via mail, fax or e-mail to:

Jenna Jones  
League of Oregon Cities  
1201 Court St. NE, Suite 200  
Salem, OR 97301  
Fax – (503) 399-4863  
[jjones@orcities.org](mailto:jjones@orcities.org)

**Thank you for your participation.**

Please check or mark 4 boxes with an X that reflects the top 4 issues that your city recommends be added to the priorities for the League's 2019 legislative agenda.

City of: \_\_\_\_\_

**Legislation**

<b>A. 9-1-1 Tax</b>	
<b>B. Annexation Flexibility</b>	
<b>C. Auto Theft</b>	
<b>D. Beer and Cider Tax Increase</b>	
<b>E. Broadband Infrastructure</b>	
<b>F. Carbon Cap-and-Invest Program Adoption</b>	
<b>G. City Comparability for Compensation</b>	
<b>H. Green Energy Technology Requirement Changes</b>	
<b>I. Infrastructure Financing and Resilience</b>	
<b>J. Least Cost Public Contracting</b>	
<b>K. Local Control Over Speed Limits on City Streets</b>	
<b>L. Lodging Tax Definition Broadening</b>	
<b>M. Mental Health Investment</b>	
<b>N. Permanent Supportive Housing Investment</b>	
<b>O. PERS Reform</b>	
<b>P. PERS Unfunded Liability Revenue Stream Dedication</b>	
<b>Q. Place-Based, Water Resource Planning (Program Support)</b>	
<b>R. Property Tax Reform</b>	
<b>S. Qualification Based Selection (QBS)</b>	
<b>T. Right-of-Way and Franchise Fee Authority</b>	
<b>U. Safe Routes to School Match</b>	
<b>V. Small Area Cell Deployment</b>	
<b>W. Speed Cameras</b>	
<b>X. Speed Limit Methodology</b>	
<b>Y. Third Party Building Inspection</b>	
<b>Z. Tobacco Taxes Share Increase</b>	
<b>AA. Waste Water Technical Assistance Program</b>	
<b>BB. Wetland Development Permitting</b>	
<b>CC. Wood Smoke Reduction Program Support</b>	

In addition to your ranking of the priorities shown above, please use this space to provide us with any comments (supportive or critical) you may have on these issues, or thoughts on issues or potential legislative initiatives that have been overlooked during the committee process.):

## A. 9-1-1 Tax

### **Legislation:**

Support legislation enhancing the effectiveness of the state’s emergency communications system by increasing the 9-1-1 tax and/or seeking other sources of revenue and prohibiting legislative “sweeps” from emergency communications accounts managed by the Oregon Office of Emergency Management.

### **Background:**

The League worked with other stakeholder groups in 2013 to extend the sunset date on the statewide 9-1-1 emergency communications tax to January 1, 2022 ([HB 3317](#)). In 2014, the League also worked to pass legislation including prepaid cellular devices and services under the 9-1-1 tax ([HB 4055](#)). As concerns mount with regard to disaster preparedness and recovery and as upgrades to communications technology become available, it is apparent that state and local governments do not have the resources necessary to address challenges or take advantage of opportunities (see an analysis in the League’s 2018 State Shared Revenue Report, [here](#), and the Oregon Office of Emergency Management’s “Emergency Communications Tax” webpage, [here](#)). Additional funding is needed and the practice of periodically sweeping funds out of the state’s emergency management account for other uses must cease. It is worthy of note that the practice of “sweeps” disqualifies the state from receiving federal funds for emergency communications. It is unknown how many federal dollars have been foregone as a result of this policy.

*Presented by the Telecom, Broadband & Cable Committee and endorsed by the Finance & Taxation Committee*

## B. Annexation Flexibility

### **Legislation:**

The League will work to increase the flexibility for cities to annex residential areas and to encourage voluntary annexations, with a primary focus on improving the island annexation process.

### **Background:**

There is a significant disconnect between the state’s land use process and the [process of annexation](#), which has created issues for a variety of cities. The annexation process requirements are particularly difficult for areas known as “islands”. Even though cities can involuntarily annex islands, most cities have adopted a policy to only engage in voluntary annexation. This has left significant islands un-annexed. In addition, waiting for surrounding properties to voluntarily annex often means the process and order of annexation does not necessarily match the plans for infrastructure development. Unannexed lands remain on the buildable land supply but much of it will contain some level of development that was approved by the county, but is often underdeveloped when compared to the comprehensive plan.

However, there have been bills that have been introduced over the last few sessions that aim to make non-voluntary annexation more difficult (see e.g., [HB 2039](#) and [HB 2040](#)). As these bills have gotten hearings, the League has taken the opportunity to discuss how annexation and land use are very disconnected. This is particularly of interest as interest in housing development remains at the top of the list of legislative priorities. If local governments have greater control over the annexation process and can better incentivize voluntary annexation, they can better meet the development expectations of the land use system and their comprehensive plans. It also assists in the orderly development of infrastructure.

Tools that were recommended to consider included partial island annexation in residential areas, relaxation of the limit of 10 years to bring a property fully onto the city’s property tax level, changing the boundary requirements for islands, and looking at how the withdrawal of special district territory can be better regulated.

*Presented by the Community Development Committee*

## C. Auto Theft

### **Legislation:**

Address the deficiencies in the Unauthorized Use of a Motor Vehicle statute that were created after an adverse court ruling.

### **Background:**

A 2014 Oregon Court of Appeals ruling requires that prosecutors prove beyond a reasonable doubt that a person driving a stolen car knew they were in violation of the law prohibiting the unauthorized use of a motor vehicle. Because of this ruling, unless confesses to the crime, obtaining a conviction for stealing a car is near impossible. The National Insurance Crime Bureau's 2017 "Hot Spots" report stated that Oregon experienced a 19 percent increase in auto theft over 2016. News stories on this issue may be found [here](#), [here](#) and [here](#).

Because of the ruling, auto theft has increased exponentially across rural and urban Oregon. A legislative fix was proposed in 2018 and was generally agreed to but was never voted on by either chambers due to the fiscal impact it would have on the state. A copy of the legislation can be found [here](#). This issue was brought to the Committee by a representative of the Oregon Association of Chiefs of Police and they have requested the League's supported in seeking to fix this issue. Of particular concern to the General Government Committee was the fact that vehicles being stolen tend to be older cars and trucks that are more likely to be owned by people of more modest means who would be unable to readily replace their vehicles without considerable impact.

*Presented by the General Government Committee*

## D. Beer and Cider Tax Increase

### **Legislation:**

The League proposes increasing the state taxes on malt beverages and cider to assist with rising public safety costs, improve public health, reduce alcohol consumption by minors, and provide alcohol tax equity with wine and liquor.

### **Background:**

Oregon's tax has not been increased since 1978 and is currently \$2.60 per barrel which equates to about 8 cents on a gallon of beer. The tax is by volume and not on the sales price. (Yes, the bottle deposit is 60 cents and the tax is only about 4 cents on a six-pack!) Oregon is tied with Kentucky for the lowest beer taxes of all [states](#) (see page 98 in link). To get to the middle, Oregon would need to raise the tax to 80 cents per gallon (10-fold increase). Cities are [preempted](#) from imposing alcohol taxes. In exchange, cities receive approximately [34% of the state alcohol revenues](#) (see page 9 in link)(beer and wine taxes, license fees, and liquor profit sharing) as state shared revenues. However, because the tax is so small on beer, the share is also small. The beer tax brings in only about \$7 million per year state-wide; thus, the city share is about \$2.3 million of the total shared revenues. The total share for cities for all alcohol-based state shared revenues is estimated at over \$86 million. The League anticipates that excise tax increases including those on alcohol will be a part of revenue package discussions in 2019, and the League sees this concept as an important leveraging tool.

*Presented by the Finance and Tax Committee and endorsed by the General Government Committee*

## E. Broadband Infrastructure

### Legislation:

Seek additional state support and funding for increased and equitable broadband infrastructure deployment, especially in rural areas. Oppose legislative efforts to restrict existing municipal authority to provide broadband services.

### Background:

The deployment of broadband and telecommunications networks and services (public and/or private) throughout Oregon is critical to economic development, education, health and safety and the ability of residents to be linked to their governments. Mapping research shows large areas of the state either not served or underserved by competitive broadband technology. A significant barrier to the deployment of broadband infrastructure is funding. Cities need additional funding and support from various sources, including the state and federal government, allocated for increased or new broadband infrastructure, especially for fiber connections to schools, community libraries, and public safety buildings. Also, oppose efforts by private internet service providers to restrict local efforts to make broadband technology available within their jurisdiction.

*Presented by the Telecom, Broadband & Cable Committee*

## F. Carbon Cap-and-Invest Program Adoption

### Legislation:

The League's Energy & Environment Policy Committee has recommended support, if specific principles are recognized and codified, of legislation that would implement a statewide cap on carbon emissions over time and that would generate revenues for strategic investments that further Oregon's greenhouse gas reduction goals. The cap on emissions would apply to certain "regulated entities" with carbon emissions over 25,000 metric tons annually. Regulated entities would receive allowances, or would generate offset credits, to emit carbon. The revenue from the purchase of allowances would be invested in specified programs aimed at furthering GHG reductions and mitigating program impacts. It is anticipated that funds generated from a cap on the transportation fuel industry may be subject to use per state Constitutional requirements related to the state highway fund. The statewide cap on carbon would be reduced over time to meet updated greenhouse gas reduction goals for Oregon.

For the League to support a statewide cap on carbon, the following principles would need to be recognized and codified in any legislation:

- The legislation and subsequent rulemaking processes would need to establish a forum to generate meaningful dialogue with rural Oregon communities and those with energy-intensive, trade-exposed industries. Equity considerations should be considered throughout this process by including cities and counties representing a variety of populations, regions of the state, and community demographics (e.g. low-income and underserved populations). Specific action should be taken to have representation from cities with populations of less than 1,500.
- The cap would need to apply to all sectors including utilities, industry and the transportation fuels sector (e.g. fuel producers) if annual carbon emissions exceed 25,000 metric tons.
- The program should be designed to link to the Western Climate Initiative which has a multi-jurisdictional carbon market (linking with programs in California, Ontario and Quebec)
- The revenue from the purchase of allowances would be invested in evidence-based technologies to reduce emissions from regulated sectors with excess revenues being invested in statewide programs to support climate resilience and rural Oregon economies. Requiring the reinvestment of allowance revenue will help regulated sectors become more efficient over time and less carbon intensive.

- In addition, LOC will advocate that additional revenues generated be dedicated to support programs including:
  - Technical assistance grants that local governments could access to help fund the adoption and implementation of local climate action/sustainability plans.
  - Funding for local woodstove smoke reduction programs to help communities in, or at risk of, non-attainment from woodstove smoke.
  - Funding to study and incentivize an expanded, yet sustainable, cross-laminated timber industry in Oregon with the intent of stimulating job creation in rural Oregon communities.
  - Funding for drought mitigation planning and resilience for Oregon water systems.

**Background:**

The League anticipates that the Legislature is very likely to pass legislation during the 2019 session that would implement a “cap-and-invest” program in Oregon, similar to the program adopted by California. Similar legislation has been considered by the Oregon Legislature during previous legislative sessions, but has failed to be brought for a vote. The political will to pass such a policy/program for Oregon appears to be incredibly strong; the Speaker of the House and President of the Senate are co-chairing the Joint Interim Committee on Carbon Reduction and the Governor’s team is staffing a new Carbon Policy Office to assist in the Committee’s efforts. The League’s Energy & Environment Committee has spent considerable time discussing this policy, including how best to craft a policy recommendation that makes both environmental and economic sense for the state and cities.

*Presented by the Energy & Environment Committee*

**G. City Comparability for Compensation**

**Legislation:**

The League will seek legislation to ensure that cities are compared only with cities of a similar cost of living when negotiating with strike prohibited bargaining units.

**Background:**

Oregon labor law doesn’t allow police officers, firefighters, emergency communicators and other public safety critical employees to strike. Instead when an impasse is reached when bargaining with labor unions that represent those workers, the state proscribes a set procedure involving an outside arbitrator to resolve those contract disputes. In that process the arbitrator will compare the city to other cities of similar size. As a result, the cities in rural areas are being compared with to cities in metropolitan areas that have different economic circumstances. Klamath Falls with 20,000 people in it and a median home value of \$160,000 could be compared to Tualatin with a similar population and a median home value of \$355,000. This is not a reasonable comparison.

The Human Resources Committee notes that the Legislature created a variable minimum wage in Oregon in recognition of the different costs of living across the state. Each Oregon county is assigned to one of three wage zones with one being the Portland Metropolitan area, that second are less populous regions and the third are rural counties. The Committee recommends that cities only be compared to cities in the same wage zones. A detailed explanation and graphics of the proposal may be found here.

*Presented by the Human Resources Committee*

## H. Green Energy Technology Requirement Changes

### **Legislation:**

Advance legislation to statutorily modify the existing “1.5 percent green energy technology for public buildings” requirement to allow for alternative investment options such as offsite solar or energy efficiency projects.

### **Background:**

Oregon statute currently requires public contracting agencies to invest 1.5% of the total contract price for new construction or major renovation of certain public buildings on solar or geothermal technology. The requirement allows for offsite technology, but only if the energy is directly transmitted back to the public building site and is more cost-effective than onsite installation. Removing the requirement that an offsite project be directly connected to the public building project could result in increased flexibility for local governments to invest in solar projects that are more cost-effective and provide for increased solar energy generation. In addition, the League will advocate to allow 1.5 percent funds to be invested in alternative projects that provide a greater economic or social return on investment including energy efficiency.

*Presented by the Energy & Environment Committee*

## I. Infrastructure Financing and Resilience

### **Legislation:**

The League will advocate for an increase in the state’s investment in key infrastructure funding sources, including, but not limited to, the Special Public Works Fund (SPWF), Brownfield Redevelopment Fund, and Regionally Significant Industrial Site loan program. The advocacy will include seeking an investment and set aside through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient.

### **Background:**

A key issue that most cities are facing is how to fund infrastructure improvements (both to maintain current and to build new). Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. Infrastructure development impacts economic development, housing, and livability. The level of funding for these programs has been inadequate compared to the needs over the last few biennia and the funds are depleting and unsustainable without significant program modifications and reinvestments.

The funds are insufficient to cover the long-term needs across the state. While past legislative sessions have focused on finding resources for transportation infrastructure, the needs for water, wastewater, and storm water have not been given the same attention. A LOC survey of cities in 2016 identified a need of \$7.6 billion dollars over the next 20 years to cover water and wastewater infrastructure projects for the 120 cities who responded. This shows a significant reinvestment in the Special Public Works Fund (SPWF) is needed to help meet the needs of local governments. Without infrastructure financing options, cities cannot meet the needs of new housing or new business – high priorities for cities across the state.

In addition, there is a critical need to improve upon the seismic resilience of public drinking water and wastewater systems. The Oregon Resilience Plan (2013) identified Oregon’s water and wastewater systems as especially vulnerable to damage resulting from a Cascadia subduction zone earthquake. The plan recommended all public water and wastewater systems complete a seismic risk assessment and mitigation plan for their system. This plan would help communities identify and plan for a backbone water system that would be capable of supplying critical community water needs after a significant seismic event.

However, there is currently no dedicated funding to assist communities with this planning effort and the funding needed to repair/retrofit water infrastructure is significantly inadequate. Investments have been made in Oregon to seismically retrofit public safety facilities and schools, but without planning for infrastructure resilience, communities may not have access to water for critical needs, including drinking water and water for fire suppression, in the immediate aftermath of a seismic event.

This priority will focus on maximizing both the amount of funding and the flexibility of the funds to meet the needs of more cities across the state to ensure long-term infrastructure investment.

*Presented by the Community Development Committee and endorsed by the Finance & Taxation and Water/Wastewater committees*

## **J. Least Cost Public Contracting**

### **Legislation:**

Introduce and/or support legislation repealing Section [45\(2\)\(a\)\(G\)](#) and Section [45\(3\)\(a\)\(G\)](#) of HB 2017 (enacted in 2017) relating to compliance with least cost public contracting requirements as a condition for fuel tax increases after 2020.

### **Background:**

As a matter of public policy, the League fundamentally disagrees with this linkage of transportation projects funding with public contracting standards applicable to specific local projects. Under HB 2017 (enacted in 2017) cities must comply with least cost public contracting standards set forth by [ORS 279C.305](#) for subsequent the two-cent increases in the state gas tax to occur in 2020, 2022 and 2024. Literally interpreted, one recalcitrant city *might* be able to stop the next gas tax increase by its failure to comply with this statute.

*Presented by the Transportation Committee and endorsed by Finance and Taxation Policy Committee*

## **K. Local Control Over Speed Limits on City Streets**

### **Legislation:**

Introduce legislation that allows Oregon cities to opt-in (voluntarily) to adjust their speed limits on residential streets 5 mph lower than the statutory speed limit.

### **Background:**

[HB 2682](#) (enacted in 2017) allows the city of Portland to establish by ordinance a designated speed for a residential street under the jurisdiction of the city that is five miles per hour lower than the statutory speed provided the street is not an arterial highway. This authority should be extended to all cities and be considered permissive (not required). Cities should be able to determine speeds that are adequate and safe for their communities.

*Presented by the Transportation Committee*

## **L. Lodging Tax Definition Broadening**

### **Legislation:**

The League proposes adjusting and broadening the definitions of tourist, tourism promotion, and tourism-related facility as those terms are defined in the lodging tax statutes to ensure state-wide continued tourism and related [economic](#) (see page 17 of link) and [tax growth](#) (see page 223 of link), assist with city tourist costs, and provide local choice and revenue flexibility.

**Background:**

In 2003, when the state imposed a state lodging tax, the Legislature preempted cities by imposing restrictions on the use of local lodging tax revenues. (The percentage of restricted revenues varies by city.) Restricted tax revenues must be used for tourism promotion or tourism-related facilities. While the League will support all legislation that provides more flexibility on local tax usage, the League will advocate for lodging tax legislation that broadens those terms to clearly cover city costs of tourist events, tourism-related facility maintenance, tourist amenities, tourist attraction enhancement and public safety costs for special tourist events. Language from Section 3 of the [dash 1 amendment to HB 2064](#) (2017) and [Section 1 of HB 2064 \(2017\)](#) will likely serve as a starting place. See also this [power point presentation](#) and this [LOC testimony](#) (supporting HB 2064) for further information.

*Presented by the Finance and Tax Committee*

**M. Mental Health Investment****Legislation:**

The League will seek to protect and enhance the investments made to Oregon's treatment of the mentally ill.

**Background:**

In 2015, the Legislature funded rental and housing assistance for persons suffering from mental illness, specialized training for police officers to assist people in mental health crisis, multi-disciplinary crisis intervention teams and expanded access to treatment. While providing direct mental health services is not a standard city service, the state of care for persons in crisis had deteriorated to the point city police officers were regularly the primary public employee to provide interventions. The December, issue of Local Focus was devoted to cities and mental health, those articles may be found [here](#).

Because of the anticipated budget shortfalls in 2019, the General Government Committee would like the League to ensure that services established in 2015 are not cut and to capitalize on any opportunities that may exist or be created to enhance those investments.

*Presented by the General Government Committee*

**N. Permanent Supportive Housing Investment****Legislation:**

The League will support increased investments in the services that are provided to people who are living in permanent supportive housing.

**Background:**

[Permanent supportive housing](#) serves specific populations that traditionally face difficulty in remaining in housing due to additional, complex needs by providing housing and other services at the same time. A [variety of populations](#), such as seniors, veterans, families, and those with mental health conditions, have different services that accompany their housing support. Permanent supportive housing models that use a Housing First approach have been proven to be highly effective for ending homelessness, particularly for people experiencing chronic homelessness who have higher service needs. Investment in the services is as important as the housing because residents that do not receive these additional supports often end up returning to homelessness based on issues related to their other issues.

However, in many areas the funding for housing is not well matched with the funding for the services. The state is the primary funding source for these services. However, there is some disconnect between the housing support provided by the [Oregon Housing and Community Services Department \(OHCS\)](#) and the [Oregon Health Authority \(OHA\)](#).

To help communities that are working to provide opportunities for permanent supportive housing and those seeking to find long-term solutions to local homelessness issues, better investment in the services is vital to success of these programs. By supporting appropriations to OHCS and OHA for these services, more support services can be provided to those that are in permanent supportive housing and lead to better outcomes.

*Presented by the Community Development Committee*

## **O. PERS Reform**

### **Legislation:**

The League will seek legislation to modernize the PERS investment pool, ensure proper financial controls are adhered to, and give cities a greater voice in how their monies are invested. The League will also seek legislation that shares the risk and costs of the pension benefit with employees but does so in a manner that impacts employees based on the generosity of the benefit plan they will retire under.

### **Background:**

Oregon's Public Employee Retirement System (PERS) is a three-tiered program that provides a defined benefit pension (a pension that pays a retiree and their beneficiary a set amount for the length of their retirement) and a deferred compensation program that is funded through employee contributions. Each of the three tiers pays a different benefit and an employee's placement in a given tier is based on the date they were hired. Tier I is the most generous benefit and has an option for an annuity based retirement that has been incredibly expensive to maintain. Tier I was replaced by Tier II in 1996. Tier II costs, though reduced, were also unsustainable and were replaced with a third tier, known as the Oregon Public Service Retirement Plan (OPSRP) which is designed to provide a 45 percent salary replacement after a full career. A primer on the PERS system may be found [here](#).

The cost to employers for this system has risen steadily since the market crash of 2008, and will increase again on July 1, 2019 (projected individual employer rates may be found [here](#)) and then again in 2021 and possibly again in 2023. Rates are anticipated to remain at a system wide average of around 29 percent of payroll and remain at that level until 2035 without reforms.

Adverse court rulings to previous attempts at reforms have limited our options to addressing benefits not yet earned. With that in mind the Human Resources Committee recommends reforms in the three following areas:

- Ensure that investments into the PERS system are achieving the maximum possible return in the most efficient manner possible while safeguarding the funds with proper financial controls.
- Requiring that employees absorb some of the costs for the pension system but ensure that OPSRP employees are impacted more favorably than Tier I and Tier II employees who will receive more generous retirement benefits.
- Establishing a fourth tier that provides similar benefits to employees but is funded in a more sustainable manner. Providing incentives to retirees and current employees in the other tiers to switch to the fourth tiers should be explored as well.

*Presented by the Human Resources Committee*

## **P. PERS Unfunded Liability Revenue Stream Dedication**

### **Legislation:**

The League proposes that a new state revenue stream be dedicated to paying down the unfunded liability over a period of years to sustain the Public Employees Retirement System (PERS).

**Background:**

The present unfunded liability has grown extraordinarily large and is causing rate increases for most local governments and schools that are not sustainable. The League would support all reasonable revenue stream ideas. Ideas include but are not limited to a new temporary limited sales tax, a new payroll tax, and a new temporary state property tax. The League will advocate that PERS cost-containment measures be pursued along-side revenue raising efforts to pay down the liability; both seem necessary to address the state-created problem.

*Presented the Finance and Tax Committee and endorsed by the Human Resources Committee*

**Q. Place-Based, Water Resource Planning (Program Support)****Legislation:**

The League will advocate for the funding needed to complete existing place-based planning efforts across the state.

**Background:**

Oregon's water supply management issues have become exceedingly complex. Lack of adequate water supply and storage capacity to meet existing and future needs is an ongoing concern for many cities in Oregon and is a shared concern for other types of water users including agricultural, environmental and industrial. Most of the surface water in Oregon (during peak season months) is fully allocated with no new water available. As a result, the ability to meet existing and future demand for various water uses will require collaboration, improved management and coordinated conservation among a variety of stakeholders, including municipalities. For this reason, the Legislature passed legislation to create a place-based planning pilot program in Oregon. This program, administered through the Oregon Water Resources Department, is providing a framework and funding for local stakeholders to collaborate and develop solutions to address water needs within a watershed, basin or groundwater area. Place-based planning is intended to provide an opportunity for coordinated efforts and the creation/implementation of a shared vision to address water supply challenges. Four place-based planning efforts are currently underway across the state in the Malheur Lake Basin, Lower John Day sub-basin, Upper Grande Ronde sub-basin and mid-coast region. Without continued funding, these efforts will not be able to complete their work. The LOC Water & Wastewater Policy Committee recognized that while this funding is limited to specific geographic areas, they also recognize the importance of successfully completing these pilot efforts and conducting a detailed cost/benefit analysis. It is a critical step in order to demonstrate the benefits of this type of planning. If these local planning efforts prove to be successful, there will likely be future efforts to secure additional funding for other place-based planning projects across the state.

**R. Property Tax Reform****Legislation:**

The League of Oregon Cities proposes that the property tax system should be constitutionally and statutorily reformed as part of the 2019 session work on state and local tax reform and improving funding for [schools](#) (see pages 69-72 of link; property taxes make up 1/3 of school funding).

**Background:**

The property tax system is [broken and in need of repair](#) due to [Measures 5 and 50](#), which are both now over 20 years old. All local governments and schools rely heavily on property tax revenues to pay for services and capital expenses. Therefore, the League will participate in coalitions to help draft and advocate for both comprehensive and incremental property tax reform option packages. The League will remain flexible to support all legislation that improves the system, with a focus on a property tax package with these elements:

- To achieve equity, a system that transitions to a market-based property tax valuation system (RMV) rather than the present complex valuation system from Measure 50 (requires constitutional referral).
- To enhance fairness and adequacy, a system that makes various statutory changes, some of which would adjust the impact of a return to RMV. For example, the League supports a new reasonable homestead exemption (percentage of RMV with a cap) but also supports limiting or repealing various property tax exemptions that do not have a reasonable return on investment.
- To restore choice, a system that allows voters to adopt tax levies and establish tax rates outside of current limits (requires constitutional referral).

[SJR 3](#) (see page 50 of link)(constitutional referral with return to real market value system) and [SB 151](#) (see page 48 of link) (homestead exemption bill) from the 2017 session will likely serve as starting points. City property tax data including real market values and assessed values can be accessed [here](#).

*Presented by the Finance and Tax Committee*

## **S. Qualification Based Selection (QBS)**

### **Legislation:**

The League will seek to reform the Qualification Based Selection (QBS) requirements to allow for the consideration of price in the initial selection of architects, engineers, photogrammetrists and surveyors.

### **Background:**

The state currently prohibits the consideration of price when making an initial selection when awarding contracts for certain design professionals when conducting public improvements. Instead of issuing a request for proposals as is done with most public improvement projects, contracting agencies issue “requests for qualifications” on a project. Cities may negotiate price only after the initial selection of a contractor is made. Under this system a city or other contracting agency will never know the price of other qualified and responsible bidders on a project.

The League’s General Government Committee concluded that this process is not in the interests of cities or tax payers as it precludes the use of competitive bids. There is no other area in which a consumer, public or private, would procure a service or product without considering the price.

*Presented by the General Government Committee*

## **T. Right-of-Way and Franchise Fee Authority**

### **Legislation:**

Oppose legislation that, in any way, preempts local authority to manage public rights-of-way and cities’ ability to set the rate of compensation for the use of such rights-of-way.

### **Background:**

In its commitment to the protection of Home Rule and local control, the League consistently opposes restrictions on the rights of cities to manage their own affairs. From time to time, in the context of public rights-of-way management authority discussions, proposals to restrict to this authority arise. Such was the case during the 2017 legislative session with [SB 202](#) and [SB 840](#). These efforts to restrict local authority often include proposals for a statewide right-of-way access policy and compensation system as well as limiting the ability of cities to charge fees of other government entities. This is contrary to local government management authority; the ability to enter into agreements with users of the right-of-way either by agreement/contract or ordinance; and to set the rate of compensation.

*Presented by the Telecom, Broadband & Cable Committee*

## U. Safe Routes to School Match

### **Legislation:**

Introduce legislation lowering the local Safe Routes to Schools matching grant requirement to 20 percent from 40 percent and lowering the matching grant requirement for areas qualifying for exceptions to 10 percent from 20 percent.

### **Background:**

[Section 123 of HB 2017](#) (enacted in 2017) authorizes the Oregon Transportation Commission to provide matching grants for safety improvement projects near schools. To receive the grant cities must provide a 40 percent cash match unless the school is located in a city with a population of less than 5,000; is within a safety corridor; or qualifies as a Title I school in which case the cash match requirement is reduced to 20 percent. While cities support the availability of matching grant funds provided by the state, the current cash match requirements are too high for most cities to participate in the program.

*Presented by the Transportation Committee*

## V. Small Area Cell Deployment (also known as “Small Cell Deployment”)

### **Legislation:**

Oppose legislation that preempts local authority to manage public property while supporting deployment of wireless technology, including small area cell and 5G.

### **Background:**

Legislative efforts involving the deployment of small area cell facilities are increasing around the nation. Currently 20 states ([Arizona](#), [Colorado](#), [Delaware](#), [Florida](#), [Hawaii](#), [Illinois](#), [Indiana](#), [Iowa](#), [Kansas](#), [Minnesota](#), [North Carolina](#), [New Mexico](#), [Ohio](#), [Oklahoma](#), [Rhode Island](#), [Tennessee](#), [Texas](#), [Utah](#), [Virginia](#), and [Washington](#)) have passed bills that limit cities ability to collect appropriate and fair rights-of-way, permitting, and lease fees on municipal property; to control their own design and aesthetics; or otherwise manage wireless technology deployment within their jurisdictions. This type of legislation is not going away. In fact, it is just beginning.

During the 2017 session, the League was approached independently by representatives of two wireless companies with draft concepts that could have resulted in legislation compromising local authority to manage the deployment of small area cell and 5G technology. Issues raised included “shot clock” (time allowed for cities to rule on applications), fee structures and limits, contract terms and duration, land use issues etc. These efforts are expected to continue in 2019 and with greater urgency as the technology approaches deployment status. While cities in Oregon support the advent of new wireless technology including small cell and 5G, authority to ensure their deployment complies with local laws and policies must be maintained.

*Presented by the Telecom, Broadband & Cable Committee*

## W. Speed Cameras

### **Legislation:**

Introduce and/or support legislation authorizing cities to use fixed speed cameras at locations other than intersections.

**Background:**

Speeding is a public safety issue. The Oregon Transportation Safety Action Plan envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. Currently, cities have the authority as a result of [HB 2409](#) (enacted in 2017) to issue a speeding citation from the same camera and sensor system used to enforce red light compliance at intersections.

Further, speeding does not only occur at intersections. Additional automated enforcement, outside of intersections, would be a valuable a tool allowing cities to mitigate dangerous behaviors and speeding. In 2015, the Oregon Legislature granted the city of Portland the authority to implement a fixed speed safety camera program ([HB 2621](#)). The fixed speed camera systems have been operating on “urban high crash corridors” that are also part of the city of Portland’s High Crash Network. While this program has not been in place long, the comparison of before and after speeds near the fixed photo radar system is indicating that the automated enforcement is positively influencing speed reduction (see [PBOT report](#)). This legislation would extend the authority to all Oregon cities to implement fixed speed safety camera programs to help reduce the number of deaths and serious injuries that occur as a result of speeding.

*Presented by the Transportation Committee*

## **X. Speed Limit Methodology**

**Legislation:**

Introduce legislation that directs the Oregon Department of Transportation to develop a new speed setting methodology for cities and other urban areas that uses a safe systems approach validated by expert system tools as recommended by [NTSB Safety Study SS-17/01](#).

**Background:**

The NTSB safety recommendations represent current data-driven best practices to determine speed limits. Currently, Oregon speed limits are set based on the guidance that speed limits in speed zones within cities should be within 10 mph of the 85th percentile speed as determined by .... [The NTSB Safety Study SS-17/01](#), “Reducing Speeding-Related Crashes Involving Passenger Vehicles” concludes,

- “Speed increases the injury severity of a crash;”
- “...that unintended consequences of the reliance on using the 85th percentile speed for changing speed limits in speed zones include higher operating speeds and new, higher 85th percentile speeds in the speed zones, and an increase in operating speeds outside the speed zones;”
- “...that the safe system approach to setting speed limits in urban areas is an improvement over conventional approaches because it considers the vulnerability of all road users.”

*Presented by the Transportation Committee*

## **Y. Third Party Building Inspection**

**Legislation:**

The League will clarify the ability for local government programs to have private party building officials and building inspectors provide services for local building inspection programs, including recognizing that privately employed specialized inspectors can to perform specialized inspections.

**Background:**

Beginning in 2017, the League has been working to defend local building inspection programs that contract with third-party companies to provide building official and inspectors to run the local program. However, the Oregon Building Codes Division (BCD) has stated that the Oregon Department of Justice (DOJ) [has informed BCD](#) that programs that are structured this way violate the constitutional prohibition on delegating government authority. The League has repeatedly asserted that we disagree with that legal assessment. There was a bill introduced in 2018, [HB 4086](#), that would have adopted new requirements for

local governments running programs. The League worked with other stakeholders to prevent passage of the bill, but we committed to working on a legally defensible solution that does not prevent these locally run programs from continuing.

After the session, the BCD determined that it would implement new rules for locally run inspection programs to meet the asserted legal opinion on delegation. On April 23, the BCD enacted [emergency, temporary rules](#) that added significant requirements for local building inspection programs. The new rules required local programs to designate a government employee as a city's building official. The rules also required the city to have a government- employed, certified electrical inspector. Both positions could be filled by hiring the person directly or by an agreement between municipalities to share the employee(s). The rules further stated that a shared employee could only service three jurisdictions.

In May, the Director of the Consumer and Business Services, who oversees the BCD, informed the League that the temporary rules were rescinded. The Department's decision to rescind the rules included a statement that they would seek a formal opinion from the DOJ to clarify the issue of delegation. However, the BCD did replace the rescinded rules with [another temporary, emergency rule](#). This new rule was enacted on May 18 and states that a local government must appoint a government-employed building official.

In addition to the concerns about using third-party building officials, there is currently statutory prohibition on specialized inspectors that are employed in the private sector to complete specialized inspections. There are a limited number of these inspectors, and, without removal of this prohibition, larger scale projects will not be able to move forward because they cannot be inspected and permitted. This issue was the catalyst for the overall discussion related to third-party building officials, but is not related to the asserted legal claims.

There is a commitment to work on this issue in the 2019 session, but it remains an issue of high concern as it directly impacts the flexibility of local government choice on how to provide services at the local level. Using third-party providers allows smaller jurisdictions to have local, efficient programs that provide clarity for the local development community. It also allows a base of business for these companies, which also serve to provide over-flow capacity to programs that primarily staff these programs with government staff. Therefore, this issue is vital to the long-term success of locally run building inspection programs.

*Presented by the Community Development Committee*

## **Z. Tobacco Taxes Share Increase**

### **Legislation:**

The League proposes seeking a share of all state tobacco product tax revenues .to assist with rising public safety costs and provide state shared revenue equity.

### **Background:**

Only cigarette tax revenues are included in the [state-shared revenue](#) distribution to cities and those revenues are decreasing; cities receive about 2% of the cigarette tax revenues or \$3.6 million a year under the formula. [Other tobacco](#) (chew, snuff, cigars, pipe tobacco, etc.) is also taxed by the state and those revenues have been increasing ([now over \\$60 million a year](#)), but those revenues are distributed only to the state. Cities are preempted from taxing cigarettes and other tobacco products. However, cities are often left to enforce tobacco laws and handle sales and use complaints. The League proposes that cities should receive a fair share of all the tobacco tax revenues. The League anticipates that excise tax increases to cigarettes and other tobacco products, and a new vaping tax will be a part of revenue package discussions in 2019, and the League sees this concept as an important leveraging tool.

*Presented by the Finance and Tax Committee*

## AA. Waste Water Technical Assistance Program

### **Legislation:**

The League will advocate for the creation of a circuit rider program, within the Department of Environmental Quality, to provide needed technical assistance for communities on water quality issues, including wastewater treatment and permit compliance options. Staffing for the circuit rider program would be provided through a third-party contract (or contracts). The League will work to identify funding resources to support this program, including a possible set aside of Oregon's federal Clean Water State Revolving funds.

### **Background:**

As Clean Water Act requirements for public wastewater systems continue to evolve, with new and more stringent requirements being placed on a number of Oregon communities; cities have expressed concern over how best to comply with those requirements, especially with the limited technical and financial resources that many face. The League's Water & Wastewater Committee discussed the need for technical assistance for communities experiencing these challenges and looked to an existing program within the Oregon Health Authority's (OHA) Drinking Water Services division as a template for addressing this need. The OHA funds a circuit rider program through a third-party contract. The program is funded through federal Drinking Water State Revolving Loan Funds. The program is intended to help more communities be successful in complying with state and federal requirements. The services provided through the program are free for communities with populations of less than 10,000.

*Presented by the Water/Wastewater Committee*

## BB. Wetland Development Permitting

### **Legislation:**

The League shall work to establish legislative authority for the Department of State Lands to assume the federal program from the U.S. Army Corps of Engineers under section 404 of the Clean Water Act.

### **Background:**

In many communities looking to develop in the wetlands creates regulatory uncertainty, particularly where development is occurring in previously un-identified wetlands, because there are two agencies that must provide permits, the Oregon Department of State Lands (DSL) and the U.S. Army Corps of Engineers (USACE). The state's process has set deadlines which provides certainty for developers. However, the USACE process is much less consistent or timely. This uncertainty increases risk related to development that can cause projects to stop before they start. In a time where cities are trying to encourage development to meet the housing shortages and economic development goals to support citizens, any increased barriers can impact success.

There is a process in place at the federal level that would allow for the state to assume the USACE permitting process increasing the efficiency and certainty in the process. The [state has taken steps](#) in the past to ensure alignment of the state program to the requirements for federal approval. However, there were concerns raised at the time that the process related to the Endangered Species Act and cultural resource protections. The DSL has continued to work on these conflicts and believes it is positioned to work with the federal government to assume the federal permitting process if so authorized by the state legislature. For further information, the DLS provided a presentation for the committee, available [here](#).

*Presented by the Community Development Committee*

## CC. Wood Smoke Reduction Program Support

**Legislation:** Support increased funding to support local wood smoke reduction programs and efforts. The League will advocate the need for an additional \$3-5 million, recognizing that any additional funding to assist communities is helpful.

**Background:** Woodstove smoke is one of the most significant sources of fine particulate and toxic air pollution in Oregon, often jeopardizing public health and putting communities at risk of violating federal air quality standards. Woodstove smoke is a problem for many Oregon communities that struggle with both the public health impacts and economic threat of being designated as nonattainment under the federal Clean Air Act. To address this challenge, local governments need access to funding for wood smoke reduction programs. Such programs have proven effective at reducing wood smoke in communities and include public education, enforcement, incentives for woodstove change-outs (to ductless heat pumps or certified stoves, weatherization assistance for low-income households and providing residents with dry, seasoned fire wood which burns cleaner. A 2016 taskforce report that was submitted to the Legislature indicated that there are approximately 150,000 uncertified stoves in the state, and that while Oregon has a long and successful history of replacing woodstoves in certain communities, money is sporadic and limited. The report went on to suggest that “an allocation in the range of \$3-5 million per biennium could target high-risk communities and would support a meaningful level of effort to replace old, dirty woodstoves.”

In 2017, the Legislature provided \$250,000 in funding for community wood smoke reduction programs. The need for local communities, including a number of small cities, is much greater.

*Presented by the Energy & Environment Committee*

# City of Molalla

## City Council Meeting



### Agenda Category: Old Business

<b>Subject:</b>	Ordinance 2018-07 Utility Billing Payments Section
<b>Recommendation:</b>	Approve Ordinance 2018-07
<b>Date of Meeting to be Presented:</b>	July 25, 2018
<b>Fiscal Impact:</b>	
<b>Submitted By:</b>	Finance Director Chaunee Seifried
<b>Approved By:</b>	Dan Huff

**Background:** Council wants to put language in the ordinance that gives staff the ability to help a citizen that has an emergency situation as well as waiving fees with stipulations that are stated in the ordinance.



**ORDINANCE NUMBER 2018-07**

**AN ORDINANCE OF THE CITY OF MOLALLA, OREGON  
CREATING CHAPTER 13.02 UTILITY PAYMENTS FOR PUBLIC SERVICES.**

**WHEREAS**, due to the recent updates to the Molalla Municipal Code Title 13 Public Services; and

**WHEREAS**, certain sections of the code overlap one another, to make sure this doesn't continue; and

**WHEREAS**, section 13.04.240 water payments and 13.08.760 sewer payments set late payment provisions.

**Now, Therefore, the City of Molalla does ordain as follows:**

Section 1. Title 13 Public Services will now include Chapter 13.02 Utility Payments for Public Services as shown in Exhibit A.

Section 2. Effective date. This Ordinance is effective 30 days after passage by Council and approved by the Mayor this date. \_\_\_\_\_.

Read the first time on \_\_\_\_\_ and moved to second reading by \_\_\_\_\_ vote of the City Council.

/ / /

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Read the second time and adopted by the City Council on \_\_\_\_\_.

Signed by the Mayor on \_\_\_\_\_.

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Jimmy Thompson, Mayor

ATTEST:

APPROVED AS TO FORM:  
Beery Elsner & Hammond, LLP

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Kelly Richardson, CMC, City Recorder

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City Attorney

**EXHIBIT A.**

**13.02.010 Payments for utility service.**

A. All charges for utility service shall be due and payable monthly on the date of mailing and become delinquent on the ~~15th day thereafter~~ 16<sup>th</sup> of each month. A late fee set by resolution shall be assessed on any utility accounts, which become delinquent. After a customer's utility bill is delinquent, the Finance Director or designee shall mail to customer a notice stating:

1. That the utility bill is delinquent;
2. The amount necessary to cure the delinquency;
3. That the ~~water-utility~~ service to the property will be shut off 20 days after the date of the notice, unless the delinquency is paid in full.

4. After termination of ~~utility/water~~ service, the full account balance including the fees will be required before service can be restored. If notice is mailed as provided in this section, the City may shut off utility service to the property 20 days after mailing of the notice unless the total amount due is paid in full, but subject to the City's compliance with the options specified in section C.

B. Utility services disconnected for lack of payment of the utility bills will be assessed a disconnect/reconnect fee as set by resolution and shall not be restored until all past-due-bills, late fees, and any other utility charges or connection fees are paid in full.

C. 1. The customer may request in writing a One-Time Emergency extension of payment (not to exceed 10 days) to avoid service being shut off and a disconnect fee being charged. If customer defaults on this agreement the utility account will be shut off the morning after the agreement expires and a disconnect fee will then be charged.

2. Any customer may request a waiver of their late fee in writing providing no other late fees have been assessed in the prior 12 months.

3. A customer may appeal a notice of ~~water-utility~~ shut-off by filing a written request for an informal hearing with the City within 15 days after the date of mailing of the notice. The appeal shall be filed with the City Manager and shall specify the reasons for the appeal. If an appeal is so filed, ~~water~~ utility service shall not be disconnected before the business day after the announcement of the result of the hearing. The informal hearing shall be held as soon as is practically possible before the City Manager or designee. The City shall provide the customer reasonable notice of the date of the hearing. The customer may be represented by an attorney at the hearing, and any probative evidence shall be admissible. The hearing officer may affirm, overrule, or modify the notice of ~~water-utility~~ shut-off, considering applicable law and the nature of any hardship of the customer.

D. All payments shall be made to the City either by mail, online bill pay, at the office of the City, placed in drop box, or such other place as the Council may from time to time designate.

**Comment [KRC1]:** This gives a firm date and is currently what we are doing.

If we were to give a due date of the 10<sup>th</sup> and then delinquent on the 16<sup>th</sup> there would be issues and Finance Director Chaunee can address those.

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**Comment [CR2]:** This is not new language however it used to be labeled as B under #5.

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