

W. 14.a.

SUPPLEMENTAL MATERIAL



Supplemental Memo Date: August 4, 2008
Second Reading/Public Hearing Date: August 6, 2008

TO: Board of County Commissioners
DEPARTMENT: Public Works, Land Management Division, Planning Department
PRESENTED BY: Stephanie Schulz, Metro and Small City Planner
AGENDA ITEM TITLE: Ordinance No. PA 1248 / In The Matter Of Co-Adopting The 2007 Cottage Grove Transportation System Plan (TSP) For Application In The Urbanizable Area Outside Cottage Grove City Limits And Within The Cottage Grove Urban Growth Boundary (UGB), And Adopting Savings and Severability Clauses. (File No. PA 08-5142, Applicant: City of Cottage Grove)

I. ISSUE

Documentation and information addressing questions about household and population projections was requested by the Board for consideration at the public hearing on Ordinance No. PA 1248. The methods and assumptions used to prepare the future land use forecast found in *Chapter 4. Future Demand, Table 4-1* (Attachment 1) of the Cottage Grove 2007 TSP are provided in the memo from WinterBrook Community Resource Planning, consultant to the city during development of this TSP update in 2006 (Attachment 2).

II. BACKGROUND/ANALYSIS

The population forecast for the Cottage Grove urban growth area in the year 2025, as described in an April 8, 2008 letter from DLCDC as coming from adopted/acknowledged comprehensive plans for cities in Lane County, is 12,500 people. That figure reflects the adopted 2025 coordinated population projection (Attachment 3) for the Cottage Grove UGB.

Table 4.1 in the *Cottage Grove 2007 TSP* shows the household need forecast for the year 2025 as 5,439 households that average 2.6 people for forecasting purposes. $5,439 \times 2.6 = 14,141$ people.

The Base Year persons per household figures for each transportation analysis zone (TAZ) were used to convert population growth to dwelling units. (Attachment 4). The Lane County forecast does not allocate any future population growth to areas outside UGBs. However, the areas surrounding Cottage Grove's UGB are zoned for rural residential development on 5 and 10 acre lots. Therefore, additional rural residential development has been allocated to the rural TAZ's totaling approximately 10 percent of the Cottage Grove population growth. The Excel file in attachment 4 shows the details, and dwelling unit conversion to roughly 2.6 persons per household.

III. ATTACHMENTS

1. *Chapter 4. Future Demand* from the Cottage Grove 2007 TSP
2. 2006 Memo from Winterbrook Community Resource Planning to DKS Associates, city consultants, that describes the Future Land Use Forecast Methods and Assumptions –
3. Lane County Coordinated Population Projections Adopted February 24, 2005
4. Cottage Grove Existing and Future Dwelling Units by TAZ – Map and Table

4. FUTURE DEMAND

As part of the City of Cottage Grove Transportation System Plan (TSP) Update, an analysis was performed of 2025 future demand on the Cottage Grove transportation system. The analysis is based upon the transportation system inventory (performed during the summer of 2006) and analysis of existing conditions (Chapter 3). The analysis does not furnish a twenty-year analysis from the expected date of adoption of the TSP, as forecasts of future demand are based on land use projections for 2025.

A forecast model was used to determine future traffic volumes in Cottage Grove for the year 2025. This forecast model translates assumed land uses into person travel and assigns motor vehicles to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies and for evaluating alternative circulation improvements. This section describes the forecasting process including key assumptions and the land use scenario developed from the existing Comprehensive Plan designations and allowed densities.

Projected Land Use Growth

Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses and how the land uses are mixed together have a direct relationship to expected demands on the transportation system. Understanding the amount and type of land use is critical to taking actions to maintain or enhance transportation system operation. The following section summarizes the forecasted growth that will influence travel within Cottage Grove.

Projected land use changes were developed for the study area and reflect information provided from several sources. Lane County's 2025 coordinated population projection for Cottage Grove is used to estimate expected growth in households within the Cottage Grove UGB. The existing average household size of 2.6 is retained for future forecasting. The 2001 Cottage Grove Buildable Lands Analysis included a 2020 employment projection based on historical trends. This projection was adjusted upwards to account for economic development activities and a 2025 horizon year. Local knowledge of known and expected developments was used to supplement and adjust the land use forecasts where appropriate. Table 4-1 summarizes the land uses for the 2005 base and future 2025 scenarios within the Cottage Grove TSP Update study area.

Table 4-1: Cottage Grove TSP Study Area Land Use Summary

Land Use	2005	2025	Increase	Percent Increase
Households	3,839	5,439	1,600	42%
Employees	3,425	6,102	2,677	78%

Source: Lane County 2025 Coordinated Population Projection & 2001 Cottage Grove Buildable Lands Analysis

This land use forecast includes growth by various types of employment including retail, service, education, government and industrial. These land use projections are stratified into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. The TAZs in the Cottage Grove study area were originally developed by LCOG. A detailed summary of the uses for each Transportation Analysis Zone (TAZ) within the Cottage Grove study area is provided in Technical Appendix I. Projected employment and household growths are illustrated in Figure 4-1 and 4-2, respectively.

For transportation forecasting, the land use data is grouped into 17 larger TAZs within the Cottage Grove TSP Update study area. These TAZs represent land use and access to the transportation system in Cottage Grove. The aggregated model zone boundaries are shown in Figure 4-3.

At the existing level of land development, the transportation system generally operates without significant deficiencies in the study area. As land uses are changed in proportion to each other (i.e. there is a significant increase in employment relative to household growth), there will be a shift in the overall operation of the transportation system. Retail and service land uses generate higher amounts of trips per acre of land than households and other land uses do. The location and design of retail land uses in a community can greatly affect transportation system operation. Additionally, if a community is homogeneous in land use character (i.e. all employment or residential), the transportation system must support significant trips coming to or from the community rather than within the community. Typically, there should be a mix of residential, commercial, and employment type land uses so that some residents may work and shop locally, reducing the need for residents to travel long distances.

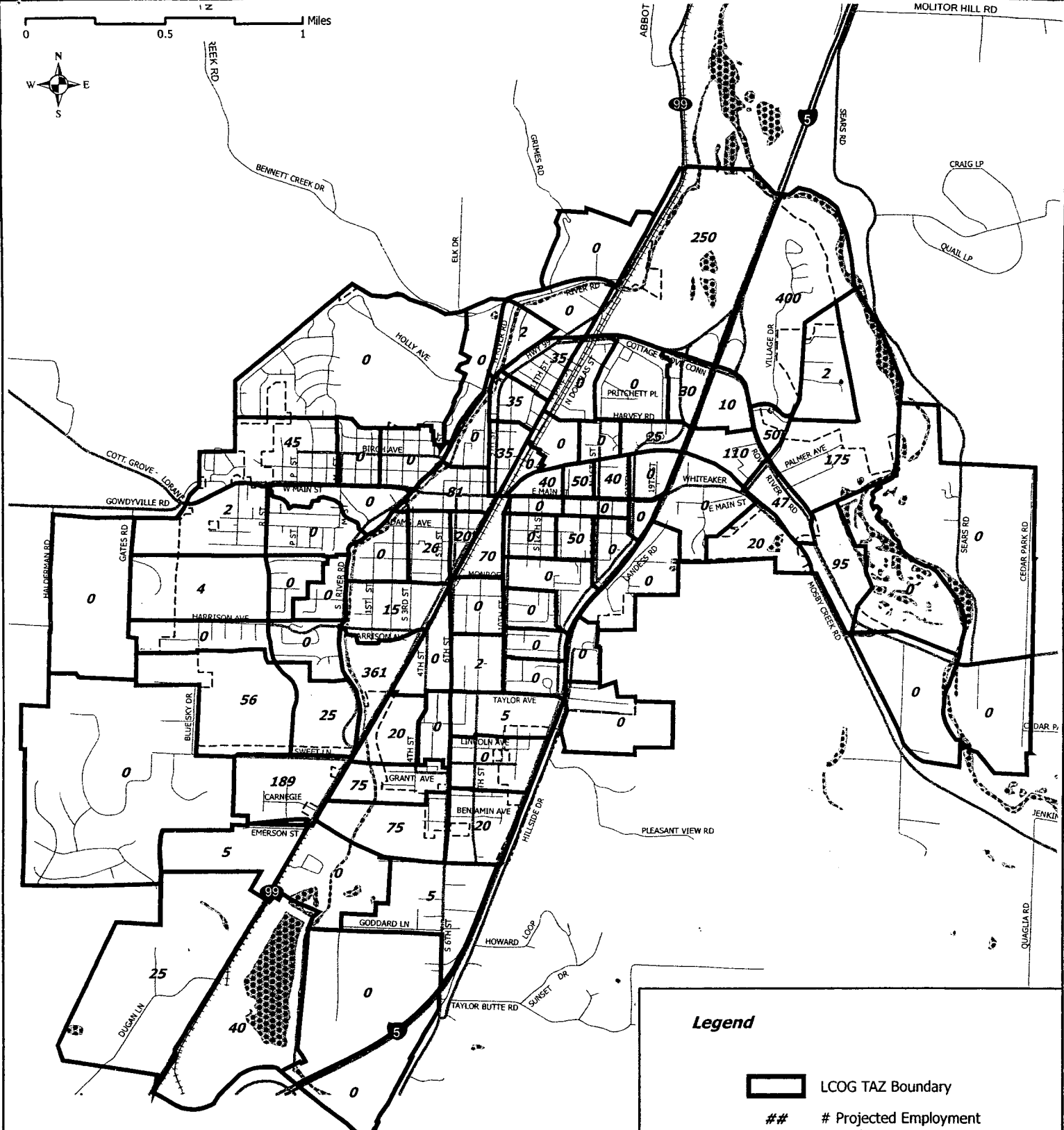
Table 4-1 indicates that significant residential (about 1,600 households) growth and employment (about 2,700 employees) increases are expected in Cottage Grove in the coming decades. The household growth and especially the employment growth generate significant increases in traffic volume. The transportation system will need to be monitored to make sure that land uses in the plan are balanced with transportation system capacity.

Traffic Volume Forecast

A determination of future traffic system needs in Cottage Grove requires the ability to accurately forecast travel demand resulting from estimates of future housing and employment for the City. The objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand as developed in forecasting procedures.

In order to accurately forecast 2025 traffic volume, future travel demand projections are based on adding three distinct segments of demand growth to existing traffic volumes:

- *Internal-Internal trips:* trips traveling within Cottage Grove exclusively;
- *Internal-External and External-Internal trips:* trips with either an origin or destination in Cottage Grove with the opposite trip end in a location outside the Cottage Grove TSP update study area; and
- *External-External trips:* trips that do not have an origin or destination in Cottage Grove. In other words, this is through traffic that does not stop in Cottage Grove.











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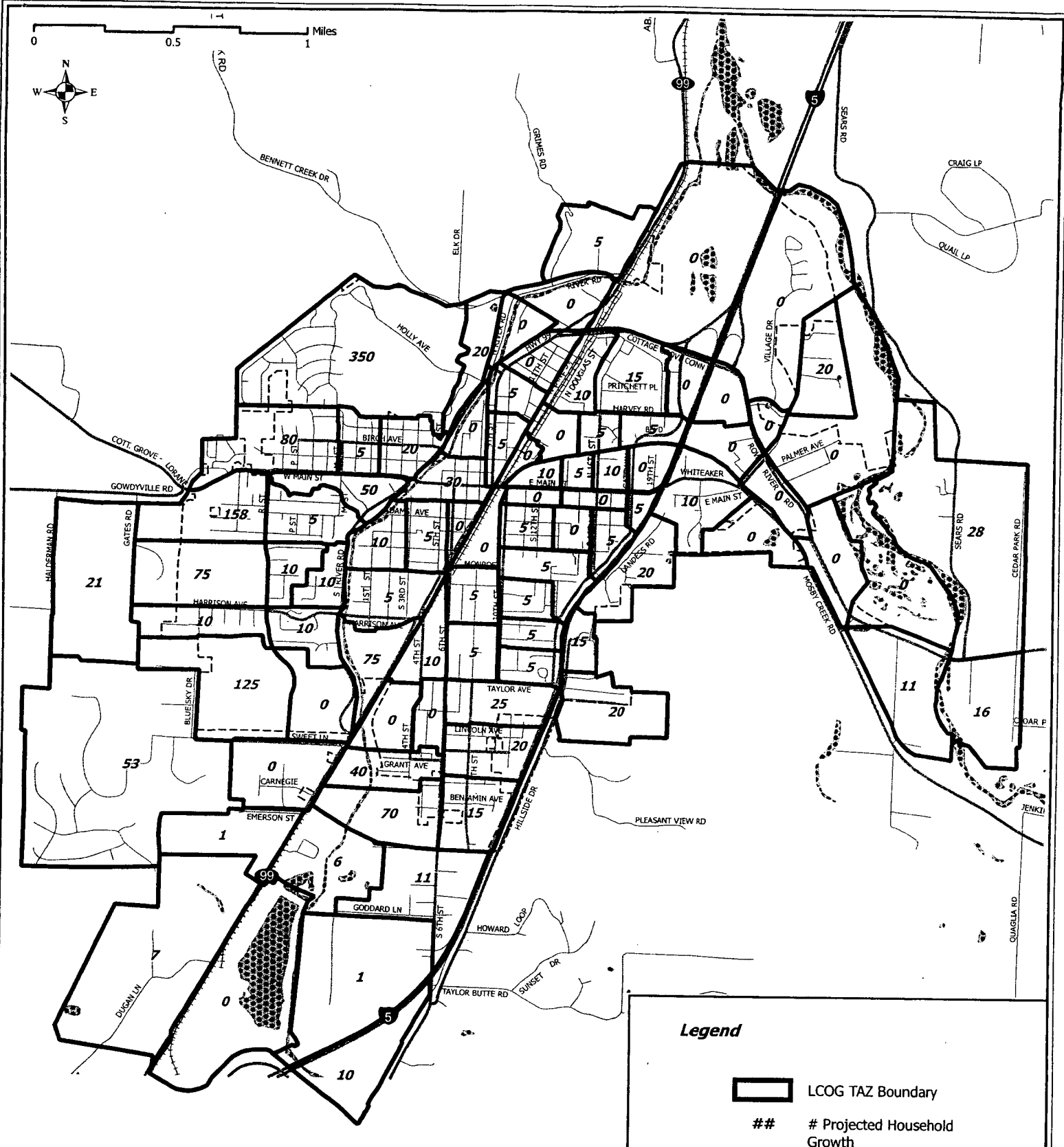
Valid as of March 2007











Transportation System Plan
FIGURE 4-1
Projected Employment Growth
2025

Legend

-  LCOG TAZ Boundary
-  # Projected Employment Growth
-  Major Streets
-  Local Streets
-  Railroad
-  Urban Growth Boundary
-  City Limits
-  Water



Legend

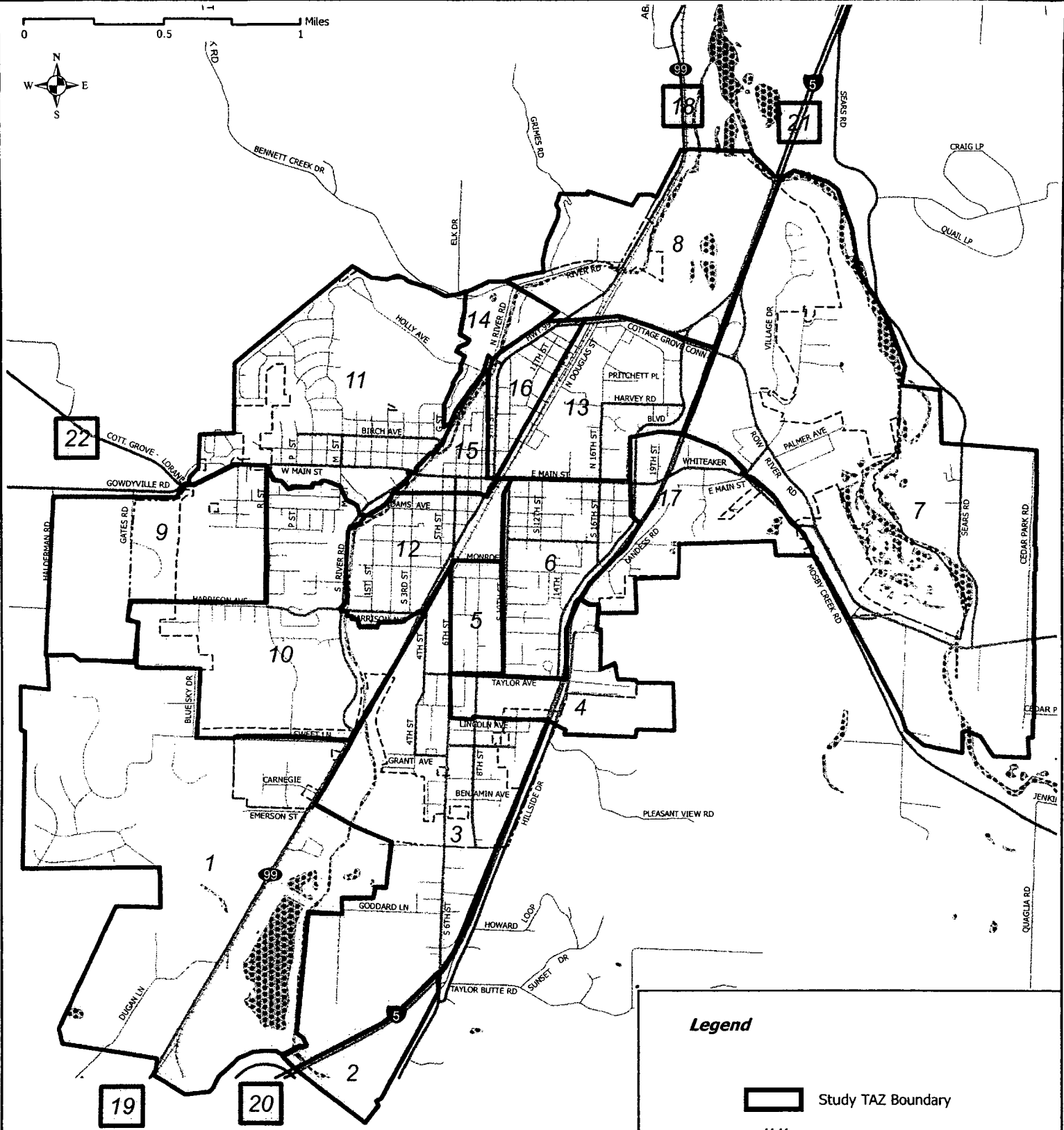
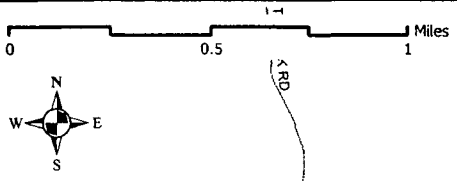
-  LCOG TAZ Boundary
-  # Projected Household Growth
-  Major Streets
-  Local Streets
-  Railroad
-  Urban Growth Boundary
-  City Limits
-  Water

Valid as of March 2007

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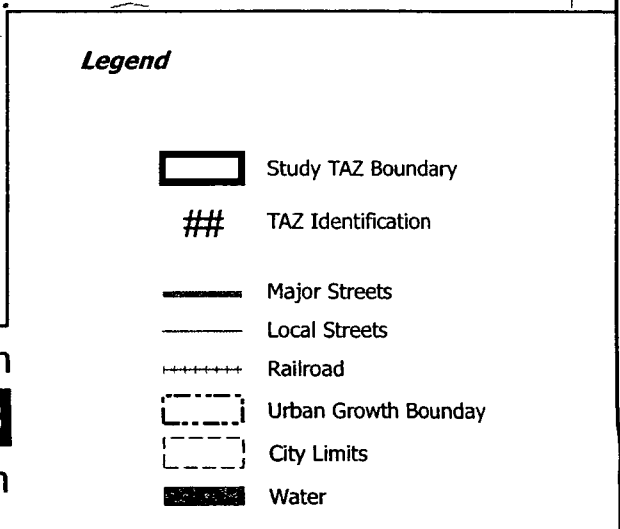
Transportation System Plan
FIGURE 4-2
Projected Household Growth
2025





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Valid as of November 2006



Transportation System Plan
FIGURE 4-3
Study TAZ System



Internal trips are based on local trip generation – trips resulting from the expected growth in employment and households in Cottage Grove. External trips are based on ODOT forecasted growth on I-5 and OR 99¹. External-external and internal-internal trips are calculated by removing the external-internal and internal-external segments of the demand from the two forecast methods. By using this method, double counting of trips was avoided.

The combined local land use and external trip growth was then added to the existing traffic to yield a future volume forecast. This future volume forecast was analyzed to uncover areas of performance deficiencies in the roadway network. The analysis was performed using the Traffix software package for trip distribution and operational performance analysis. The methodology for determining forecasted 2025 traffic volumes in Cottage Grove is described in further detail below.

Local Trip Generation

The trip generation process translates land use quantities (number of households or employees) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using established trip generation rates. As in most traffic impact studies, this analysis relies on the Institute of Transportation Engineers (ITE) research for applicable trip generation rates². Table 4-2 provides a listing of PM peak hour trip rates used in this analysis. Although the land use description will not match all actual developments, the trip generation rate identified is believed to be representative of the overall growth in Cottage Grove.

Table 4-2: ITE PM Peak Hour Trip Rates

Growth Segment	Land Use Description	ITE Code	Vehicle Trips Per Land Use Unit
Residential Households	Single Family Detached Housing	210	1.01
Industrial Employment	General Light Industrial	89	0.42
Retail Employment	Shopping Center	820	4.38 ³
Service Employment	Specialty Retail	814	1.89 ³
Education Employment	High School	530	1.55
Government Employment	Government Office Building	730	0.30 ³
Other Employment	Office Park	750	0.39

Forecasted PM peak hour trip growth was calculated by applying the ITE Trip Generation rates above to the land use growth forecasts for TAZs. Table 4-3 illustrates the estimated growth in

¹ 2025 Secondary Highway Future Volume Table. Retrieved December 2006, from ODOT Web site: <http://www.oregon.gov/ODOT/TD/TP/TADRIVEShtml>

² Trip Generation Manual, 7th Edition, Institute of Transportation Engineers, 2003.

³ Because this ITE code has no trip generation rate for PM peak hour based on employees, a trip rate per 1000 square feet had to be modified to an employee rate by utilizing the ratio of employees per 1000 square feet. These conversions are detailed in the technical appendix.

vehicle trip ends (trip productions and attractions) generated within the Cottage Grove study area during the PM peak hour between 2005 and 2025.

Table 4-3: Vehicle Trip Generation Growth Forecast - PM Peak Hour

Growth Segment	Cottage Grove
Residential Households	1,619
Industrial Employment	126
Retail Employment	2,777
Service Employment	2,742
Education Employment	149
Government Employment	29
Other Employment	39
TOTAL	7,481

This forecast provides the internal-internal as well as the internal-external and external-internal trip growth segments, but not external-external trip growth. The following section describes external trip growth in more detail.

External Trip Growth

In addition to growth resulting from forecasted land use changes within the City of Cottage Grove, growth of external traffic must be accounted for. Given that the I-5, Cottage Grove – Lorane Road (Main Street) and OR 99 are the primary roadways for travel in Cottage Grove with origins and/or destinations outside of the City, it was assumed that growth in external traffic would utilize these three roadways.

Growth of external trips (trips that have an origin and/or a destination outside of Cottage Grove) was projected based on forecasted traffic growth on I-5 and OR 99. Traffic growth is estimated by using the ODOT Future Volume Table⁴ which forecasts traffic volume at several points along OR 99 and I-5 in 2025 based on historical growth trends. This data indicates an expected annual growth rate of approximately 0.8%, or total growth of 16% on OR 99 from 2006 to 2025. Growth on I-5 is estimated at 1.8% annually for a total growth of 40% by 2025. Since no projections are available for Cottage Grove – Lorane Road, the growth rate for OR 99 is applied. The projected growth on these external roadways, at each external location, is illustrated in Table 4-4.

⁴ 2024 Secondary Highway Future Volume Table. Retrieved June 2006, from Oregon Dept. of Transportation Web site: <http://www.oregon.gov/ODOT/TD/TP/TADRIVEShtml>

Table 4-4: External PM Peak Hour Growth Forecast

Location	Direction	2006 Design Hour Volume	Growth Factor	2025 Design Hour Volume	Projected Growth
Hwy 99	Enter	178	1.16	207	29
North End	Exit	193	1.16	225	32
Hwy 99	Enter	281	1.16	327	46
South End	Exit	220	1.16	256	36
I-5	Enter	1,846	1.40	2591	745
North End	Exit	2,179	1.40	3058	879
I-5	Enter	1,375	1.40	1930	555
South End	Exit	1,341	1.40	1882	541
CG-Lorane	Enter	139	1.16	161	22
West End	Exit	201	1.16	233	32

To separate external-external traffic growth on these roadways from traffic with either a trip origin or destination in Cottage Grove (internal-external and external-internal trips, respectively) a probability of being an external-external trip was applied. The ODOT Analysis Procedures Manual⁵ describes the process to calculate the probability of an external-external trip. By using this method, the external-external trip probability was estimated for travel to and from each end of the highway and applied to the forecasted trip growth at each location to yield the expected 2025 external-external trip growth⁶. External-external trips are separated from external-internal and internal-external trips, thereby accounting for through trip growth on I-5, OR 99, and Cottage Grove – Lorane Road. The growth forecasted for these roadways was separated by type in Table 4-5.

⁵ *Analysis Procedures Manual*, Oregon Dept. of Transportation: Transportation Development Division, April 2006, p. 4-21.

⁶ Due to the large number of turns resulting from trips within the city, the Analysis Procedures Manual methodology for determining external-external trip percentages resulted in a zero percentage estimate for OR 99 and Cottage Grove-Lorane Road. As this was considered to be unrealistic, a 5% external-external trip percentage was assumed. Although significant through truck traffic currently travels on OR 99 (as a result of height restrictions on I-5 at the 6th Street interchange), future improvements should address this issue. Once the I-5 height restriction issue is resolved, through truck traffic should decrease substantially on OR 99.

Table 4-5: External PM Peak Hour Growth Forecast by Trip Type

Location	Direction	Total Projected Growth	External-External Trip Probability	2025 External-External Trip Growth	2025 External-Internal / Internal-External Trip Growth
Hwy 99	Enter	29	0.05	2	27
North End	Exit	32	0.05	2	30
Hwy 99	Enter	46	0.05	2	44
South End	Exit	36	0.05	2	34
I-5	Enter	745	0.65	486	259
North End	Exit	879	0.57	499	380
I-5	Enter	555	0.90	499	56
South End	Exit	541	0.90	486	55
CG-Lorane	Enter	22	0.05	2	20
West End	Exit	32	0.05	2	30

TAZ Allocation

The forecasted growth in trips was allocated to the 17 project TAZs based on land use (comprehensive plan land use designation), buildable land in the TAZ, and local knowledge of approved and expected developments within the city that are not yet occupied. The allocation of trips between zones is described in detail in Technical Appendix F (Cottage Grove 2025 Traffic Volume Forecasting Methodology).

External zones outside of the study area are added to the network at I-5 and OR 99 north and south of Cottage Grove and Cottage Grove – Lorane Road west of Cottage Grove. These five external zones are added to the 17 internal zones to result in a 22-zone system. Figure 4-3 shows the project TAZ system used for future traffic volume forecasting.

Trip Distribution

Trip distribution estimates how many trips travel from one zone in the model to any other zone. Distribution was based on the number of trip ends generated in each zone as either trips coming out from the zone (productions) or trips going into the zone (attractions). The percentage of each zone's total trips that are productions and attractions are defined based on ITE trip generation research. The productions and attractions for each zone are used to determine an attraction probability and production probability for each zone, relative to other zones in the transportation network.

In projecting long-range future traffic volumes, it was important to consider potential changes in regional travel patterns as well. Although the locations and amounts of traffic generation in Cottage Grove are essentially a function of future land use in the city, the distribution of trips

was influenced by regional growth, particularly along I-5. For this reason, external trips are included in the analysis as well.

External trips are added to the trip table. However, so as not to double-count the external-internal and internal-external trips, the growth in these trips calculated for external roadways was subtracted from the local trip growth. The production and attraction probabilities are used to distribute external trips to and from the appropriate TAZs.

Trip productions and attractions are balanced to result in a trip table that specifies the number of trips from each zone to each other zone in the network. The resulting trip table was the travel growth that was added to the existing traffic in Cottage Grove for 2025 traffic volume projections.

Traffic Assignment

In this process, trips from one zone to another are assigned to specific travel routes in the network, and resulting trip volumes are accumulated on links of the network until all trips are assigned. The Traffix software package was used to represent the transportation network and to assign the additional growth volume to the existing roadway and intersection volumes.

Table 4-6 summarizes the expected PM peak hour volumes along key roadway segments in Cottage Grove. The increases in expected PM peak hour volume are substantial and reflect the expected increases in households and employment identified in Table 4-1. Figure 4-4 illustrates the expected average daily two-way existing traffic volumes on several roadways in the Cottage Grove area.

Table 4-6: PM Peak Hour Volume Comparison

Roadway	Two-way Volume		Percent Growth
	2006	2025	
Hwy 99 (South of Main St.)	1,016	2,113	108%
Hwy 99 (North of Woodson Br.)	1,280	2,377	86%
Hwy 99 (South of River Road)	501	1,019	103%
Main (West of Hwy 99)	661	1,306	98%
Main (West of Gateway Boulevard)	1,204	1,908	58%

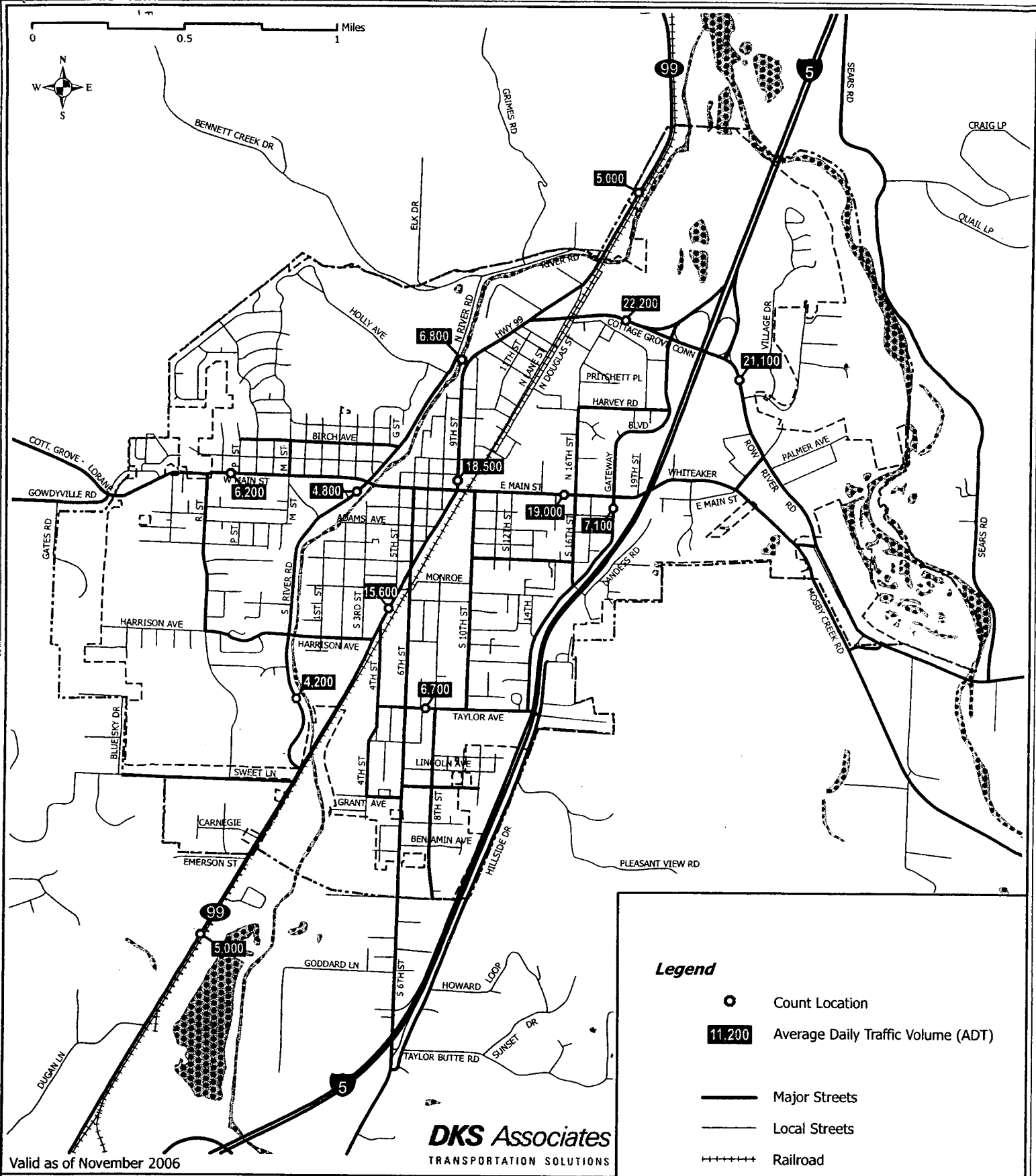
Future Capacity Analysis

The projected growth in traffic volumes by 2025 was added to the existing roadway network (no-build) to examine future performance at the study intersections. This expected growth would result in significant increases in traffic volumes at most intersections. The 2025 operational analysis (summarized in Table 4-7 below) found many study intersections would reach or exceed full capacity and experience high levels of congestion and delay without improvements to the existing transportation system.

Table 4-7: Future 2025 Study Intersection Level of Service - PM Peak Hour

Intersection	Level of Service	Average Delay (Sec)	Volume / Capacity	Standard Met?
<i>Signalized Intersections</i>				
I-5 SB Ramp/Cottage Grove Connector	F	141	>1	No
I-5 NB Ramp/Row River Road	C	29	0.95	No
OR 99/Woodson Place	C	27	0.92	No
OR 99/Main Street	F	138	>1	No
OR 99/6 th Street	C	21	0.86	Yes
OR 99/4 th Street	C	26	0.74	Yes
Main Street/River Road	C	24	0.83	Yes
Main Street/16 th Street	C	25	0.87	Yes
Main Street/Gateway Boulevard	F	92	>1	No
<i>Unsignalized Intersections</i>				
OR 99/S. River Road	A / F	11	0.13 / 0.85	No
Harrison Avenue/S. River Road*	E	42	>1	No
Main Street/R Street	A / B	4	0.09 / 0.33	Yes
Monroe Avenue/10 th Street	A / B	2	0.02 / 0.08	Yes
Taylor Avenue/8 th Street*	B	13	0.66	Yes
I-5/6 th Street (southbound off ramp)	A / B	5	0.00 / 0.45	Yes
I-5 NB Ramp OFF Ramp (Southbound Right) /Row River Road	A / C	1	0.00 / 0.35	Yes
OR 99/Cottage Grove Connector (OR 99 northbound & southbound)	A / F	77	>1	No
OR 99/Cottage Grove Connector (CGC northbound right turn)	A / B	4	0.17 / 0.38	Yes
OR 99/Cottage Grove Connector (OR 99 eastbound left turn)	A / F	60	>1	No

Notes: Unsignalized Intersection Operations:
 A/A = Major street turn LOS / Minor street turn LOS
 #/# = Major street turn v/c / Minor street turn v/c
 Signalized and All-Way Stop Intersections:
 Delay = Average vehicle delay in the peak hour for entire intersection in seconds.
 * All-Way Stop Intersection



Valid as of November 2006

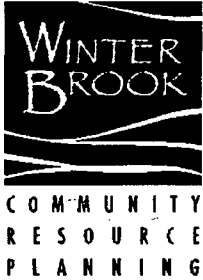
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Transportation System Plan

FIGURE 4-4

Future Daily Traffic Volume





MEMORANDUM

To: Carl Springer, DKS Associates
 From: Tom Armstrong
 Date: December 10, 2006
Cottage Grove TSP
Re: Future Land Use Forecast Methods and Assumptions

The purpose of this memo is to document the methods and assumptions used to prepare the future land use forecast and TAZ allocation for the future travel demand model.

OVERALL FORECASTS

Population

In 2005, Lane County adopted a 2025 coordinated population projection for the Cottage Grove UGB of 12,500. The Base Year persons per household figures for each TAZ were used to convert population growth to dwelling units. The Lane County forecast does not allocate any future population growth to areas outside UGBs. However, the areas surrounding the Cottage Grove UGB are zoned for rural residential development on 5-acre and 10-acre lots. Therefore, additional rural residential development has been allocated to the rural TAZs totaling approximately 10 percent of the Cottage Grove population growth.

Employment

The 2001 Cottage Grove Buildable Lands Analysis included a 2020 employment projection based on historical trends of 4,900 employees. This projection was adjusted upwards to account for economic development incentives, activities, and policies, for a final total of 5,400 employees in 2020. The 2020 projection was adjusted to the 2025 future year by using the population annual growth rate of 1.37 percent. The 2025 future employment total is 5,770 employees.

The future year employment was allocated to the employment sectors based on the base year allocation, except for the agricultural sector which was shifted to the industrial sector to reflect the urbanization of Cottage Grove.

Sector	Base Year	%	Future Year 2025	Growth Increment
AGRI	71	2.3%	71	-
INDY	277	9.0%	517	300
RETL	733	23.7%	1,367	634
SERV	1,676	54.2%	3,127	1,451
EDUC	111	3.6%	207	96
GOVT	111	3.6%	207	96
OTHR	114	3.7%	213	99

TOTAL	3,093	5,770	2,676
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ALLOCATION ASSUMPTIONS

The TAZ allocation utilized the 2005 vacant land inventory, zoning map and aerial photos to identify future growth areas. There are a few specific assumptions that need additional consideration:

- The Base Year employment total of 3,093 jobs appears to be low. The 2001 Cottage Grove Buildable Lands Analysis included a 1998 covered employment of 3,975 jobs for Census Tracts 12 and 13.
- The Base Year employment sector allocation for education appears to be low and is not allocated to individual school sites. It is concentrated in TAZ 80.
- School enrollment for the Future Year was assumed to have the same proportion to the population as the Base Year. The allocation assumes enrollment at existing facilities will increase by 15%. The new high school is assumed to have an enrollment of 400 students. One additional school (250 students) was allocated to TAZ 91.
- No college enrollment has been allocated to the new LCC campus in TAZ 85.
- Existing large employers were allocated up to 10% new employees.
- The new Peace Health hospital and Wal-Mart supercenter have been allocated to TAZ 22.

Lane County Coordinated Population Projections
Adopted February 24, 2005

Year	Lane County			Population Allocation for Urban Growth Boundary Areas in Lane County with Annual Average Growth Rates											Total of UGBs & Outside UGBs	
	Low	Forecast	High	EUG/SPR	COBURG	COTTAGE GROVE	CRESWELL	DUNES CITY	FLORENCE	JUNCTION CITY*	LOWELL	OAKRIDGE	VENETA	WESTFIR		OUTSIDE UGBs
1990		282,912		190,180	763	7,950	3,176	1,081	6,334	4,596	785	3,207	2,519	278	62,043	282,912
2000		322,977		222,503	969	8,890	3,909	1,241	8,751	5,858	880	3,270	2,762	280	63,664	322,977
2004		333,350		231,420	1,050	9,450	4,440	1,300	9,310	6,000	900	3,780	3,660	330	61,710	333,350
2025	390,251	410,790	431,330	297,500	3,300	12,500	7,300	1,800	15,600	8,500	1,500	4,000	5,200	400	56,500	414,100
2030	410,362	431,960	453,558	314,700	4,200	13,400	8,000	2,000	17,200	9,800	1,700	4,050	5,600	410	56,000	437,060
1990																
2000		1.33%		1.58%	2.42%	1.12%	2.10%	1.39%	3.29%	2.46%	1.15%	0.19%	0.93%	0.07%	0.26%	
2004		0.79%		0.99%	2.03%	1.54%	3.24%	1.17%	1.56%	0.60%	0.56%	3.69%	7.29%	4.19%	-0.78%	
2000-2025		0.97%		1.17%	5.02%	1.37%	2.53%	1.50%	2.34%	1.50%	2.16%	0.81%	2.56%	1.44%	-0.48%	
2000-2030		0.97%		1.16%	5.01%	1.38%	2.42%	1.60%	2.25%	1.73%	2.22%	0.72%	2.38%	1.28%	-0.43%	

1990 and 2000 population figures are based on Census data. 2004 county figures are population estimates produced by the Population Research Center at PSU. 2004 UGB estimates are based on 2004 PSU city estimates and estimates of population outside cities inside UGBs if applicable.

* Junction City population projection will be affected by prison construction although timing is not known. Once prison construction moves forward, the projections will be modified.

Table B-5. Cottage Grove Existing and Future Dwelling Units by TAZ

TAZ #	EXISTING (1992)					FORECASTED (in addition to existing)					TOTAL FUTURE (2015)				
	Single Family	Duplex	Multi- Family	Mobile Home	TOTAL	Single Family	Duplex	Multi- Family	Mobile Home	TOTAL	Single Family	Duplex	Multi- Family	Mobile Home	TOTAL
INSIDE UGB															
331	9	0	15	2	26	0	1	17	4	21	9	1	32	6	47
332	10	0	38	138	186	0	1	12	3	16	10	1	50	141	202
333	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8
334	156	16	6	2	180	2	0	0	1	3	158	16	6	3	183
336	220	4	16	1	241	10	1	0	4	15	230	5	16	5	256
337	51	0	22	0	73	0	0	0	0	0	51	0	22	0	73
338	257	11	63	1	332	5	1	2	5	13	262	12	65	6	345
339	90	0	73	0	163	0	0	0	0	0	90	0	73	0	163
340	63	14	0	0	77	92	12	17	51	172	155	26	17	51	249
341	168	12	0	0	180	38	5	2	14	59	206	17	2	14	239
342	122	10	0	0	132	2	0	0	1	4	124	10	0	1	136
343	44	2	0	0	46	0	0	0	0	0	44	2	0	0	46
344	10	2	0	0	12	5	1	0	2	7	15	3	0	2	19
346	14	2	0	0	16	39	10	124	56	229	53	12	124	56	245
348	165	28	10	2	205	10	1	0	4	16	175	29	10	6	221
349	370	25	37	6	438	5	1	0	2	7	375	26	37	8	445
350	43	0	0	3	46	12	2	17	9	40	55	2	17	12	86
351	14	2	0	0	16	0	0	0	0	0	14	2	0	0	16
352	206	23	23	18	270	5	1	0	2	7	211	24	23	20	277
353	62	10	7	3	82	49	8	32	25	114	111	18	39	28	196
354	61	0	1	8	70	9	1	0	3	13	70	1	1	11	83
355	44	2	79	0	125	0	0	7	2	9	44	2	86	2	134
356	11	0	0	0	11	0	0	0	0	0	11	0	0	0	11
357	162	13	23	21	219	5	2	20	7	34	167	15	43	28	253
358	20	0	5	32	57	21	3	1	8	32	41	3	6	40	89
359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PARTIALLY INSIDE UGB															
335	37	0	0	6	43	357	46	38	148	589	394	46	38	154	632
345	85	4	8	7	104	67	9	3	25	104	152	13	11	32	208
347	42	11	0	6	59	39	6	50	41	136	81	17	50	47	195
437	125	0	0	16	141	37	5	2	14	58	162	5	2	30	199
OUTSIDE UGB															
430	212	6	1	66	285	0	0	0	0	0	212	6	1	66	285
432	30	0	0	11	41	0	0	0	0	0	30	0	0	11	41
433	18	0	0	6	24	0	0	0	0	0	18	0	0	6	24
434	41	0	0	6	47	0	0	0	0	0	41	0	0	6	47
435	30	0	0	6	36	0	0	0	0	0	30	0	0	6	36
436	78	0	0	39	117	0	0	0	0	0	78	0	0	39	117
438	55	0	6	3	64	0	0	0	0	0	55	0	6	3	64
439	100	0	0	29	129	0	0	0	0	0	100	0	0	29	129
440	13	0	0	6	19	0	0	0	0	0	13	0	0	6	19
441	131	0	0	31	162	0	0	0	0	0	131	0	0	31	162
522	59	0	0	145	204	0	0	0	0	0	59	0	0	145	204
TOT	3436	197	433	620	4686	808	114	346	428	1696	4244	311	779	1048	6382




Table B-6. Cottage Grove Existing and Future Employment by TAZ

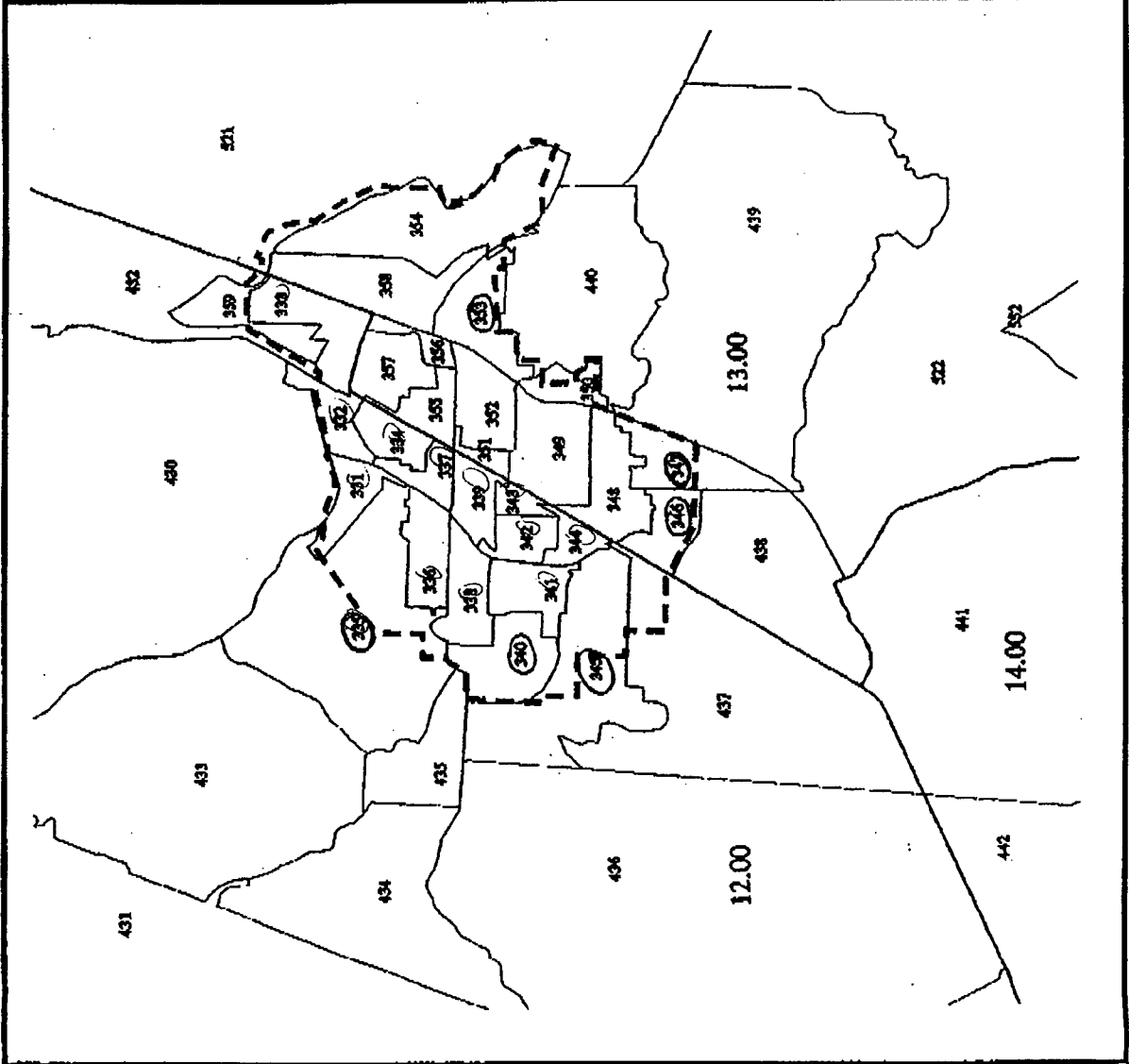
TAZ #	EXISTING (1992)				FORECASTED (in addition to existing)				TOTAL FUTURE (2015)			
	Service	Retail	Other	Total	Service	Retail	Other	Total	Service	Retail	Other	Total
INSIDE UGB												
331	17	21	1	39	0	0	0	0	17	21	1	39
332	24	107	18	149	25	26	13	64	49	133	31	213
333	0	45	0	45	200	290	165	655	200	335	165	700
334	16	5	18	39	28	28	14	70	44	33	32	109
336	344	10	0	354	0	0	0	0	344	10	0	354
337	75	112	106	293	0	0	0	0	75	112	106	293
338	22	0	16	38	0	0	0	0	22	0	16	38
339	178	118	33	329	0	0	0	0	178	118	33	329
340	87	0	3	90	0	0	0	0	87	0	3	90
341	2	0	3	5	0	0	0	0	2	0	3	5
342	0	0	4	4	0	0	0	0	0	0	4	4
343	10	36	6	52	10	10	5	26	20	46	11	78
344	16	1	0	17	225	230	113	568	241	231	113	585
346	0	0	0	0	0	0	0	0	0	0	0	0
348	332	0	0	332	0	0	0	0	332	0	0	332
349	1	0	15	16	0	0	0	0	1	0	15	16
350	0	0	0	0	0	0	0	0	0	0	0	0
351	133	17	12	162	0	0	0	0	133	17	12	162
352	22	25	62	109	5	5	3	13	27	30	65	122
353	1	0	114	115	2	1	27	31	3	1	141	146
354	7	71	61	139	41	21	466	528	48	92	527	667
355	12	9	47	68	24	21	79	124	36	30	126	192
356	38	174	8	220	38	39	19	96	76	213	27	316
357	13	60	1	74	96	98	48	242	109	158	49	316
358	108	3	21	132	155	210	130	495	263	213	151	627
359	0	0	0	0	4	2	42	48	4	2	42	48
PARTIALLY INSIDE UGB												
335	2	0	0	2	0	0	0	0	2	0	0	2
345	2	0	0	2	282	0	152	434	284	0	152	436
347	1	0	1	2	0	0	0	0	1	0	1	2
437	2	5	85	92	25	13	287	325	27	18	372	417
OUTSIDE UGB												
430	1	25	44	70	0	0	0	0	1	25	44	70
432	0	0	168	168	0	0	0	0	0	0	168	168
433	0	0	0	0	0	0	0	0	0	0	0	0
434	1	0	0	1	0	0	0	0	1	0	0	1
435	0	0	7	7	0	0	0	0	0	0	7	7
436	2	0	6	8	0	0	0	0	2	0	6	8
438	0	0	374	374	0	0	0	0	0	0	374	374
439	4	0	19	23	0	0	0	0	4	0	19	23
440	0	0	0	0	0	0	0	0	0	0	0	0
441	31	0	11	42	0	0	0	0	31	0	11	42
552	12	0	2	14	0	0	0	0	12	0	2	14
TOTAL	1516	844	1266	3626	1161	993	1563	3718	2677	1837	2829	7344

Cottage Grove

Tracts, TAZ's, and UGB

Legend

-  1990 Census Tracts
-  Urban Growth Boundary
-  Transportation Analysis Zones



Post-it* Fax Note	7671	Date	6/15	# of pages	1
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Phone #		Phone #			
Fax #	243-1934	Fax #			

June 1995

Map Produced by LCOG

