



## TELEVISED

## FINAL AGENDA

FORREST C. SOTH CITY COUNCIL CHAMBER  
4755 SW GRIFFITH DRIVE  
BEAVERTON, OR 97005

REGULAR MEETING  
SEPTEMBER 20, 2004  
6:30 p.m.

CALL TO ORDER:

ROLL CALL:

PRESENTATIONS:

- 04193 Metro Goal 5 Update
- 04194 Presentation of Solid Waste and Recycling Program

CITIZEN COMMUNICATIONS:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

Minutes of Regular Meeting of September 13, 2004

- 04195 A Resolution Adopting an Intergovernmental Agreement with Metro Regional Government for Implementation of the Annual Waste Reduction Plan (Resolution No. 3778)
- 04196 A Resolution Adopting an Intergovernmental Agreement with Metro Regional Government for Commercial Technical Assistance Program Funding (Resolution No. 3779)
- 04197 A Resolution Adopting an Intergovernmental Agreement with Metro Regional Government for Multifamily Recycling Education and Outreach Funding (Resolution No. 3780)

Contract Review Board:

- 04198 Bid Award - Traffic Signal Installation at Farmington Road and Erickson Avenue Project No. 5045

PUBLIC HEARINGS:

04199            APP 2004-0002 Appeal of SW Hills Baptist Church Private School  
(CU 2004-0002)

ORDINANCES:

Second Reading

04190            An Ordinance Amending Beaverton Code Section 6.02.250 to Create an  
Offense for Vehicle Parking in a Fire Lane Located on Privately-owned  
Premises Open to the Public (Ordinance No. 4321)

04191            An Ordinance Amending Ordinance No. 4270 Authorizing the Sale and  
Issuance of Water Revenue and Refunding Bonds for the Purpose of  
Refunding the City's Outstanding Water Revenue Bonds, Series 1994  
and Series 1997, and Declaring an Emergency (Ordinance No. 4322)

EXECUTIVE SESSION:

In accordance with ORS 192.660 (1) (h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed and in accordance with ORS 192.660 (1) (e) to deliberate with persons designated by the governing body to negotiate real property transactions and in accordance with ORS 192.660 (1) (d) to conduct deliberations with the persons designated by the governing body to carry on labor negotiations. Pursuant to ORS 192.660 (3), it is Council's wish that the items discussed not be disclosed by media representatives or others.

ADJOURNMENT

This information is available in large print or audio tape upon request. In addition, assistive listening devices, sign language interpreters, or qualified bilingual interpreters will be made available at any public meeting or program with 72 hours advance notice. To request these services, please call 503-526-2222/voice TDD.

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** Metro Goal 5 Update

**FOR AGENDA OF:** 9/20/04 **BILL NO:** 04193

**Mayor's Approval:**



**DEPARTMENT OF ORIGIN:** Mayor's Office

**DATE SUBMITTED:** 9/13/04

**CLEARANCES:**

**PROCEEDING:** Presentation

**EXHIBITS:** None

### **BUDGET IMPACT**

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$0	BUDGETED \$0	REQUIRED \$0

### **INFORMATION FOR CONSIDERATION**

Metro Councilor Susan McLain will present an update on Goal 5 to the Beaverton City Council.

### **RECOMMENDED ACTION:**

Listen to presentation.

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

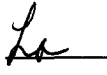
**SUBJECT:** Presentation of Solid Waste and Recycling Program

**FOR AGENDA OF:** 09-20-04 **BILL NO:** 04194

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Mayor's Office

**DATE SUBMITTED:** 09-10-04

**CLEARANCES:** Chief of Staff 

**PROCEEDING:** Presentations

**EXHIBITS:**

### **BUDGET IMPACT**

EXPENDITURE REQUIRED\$0	AMOUNT BUDGETED\$0	APPROPRIATION REQUIRED \$0
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### **HISTORICAL PERSPECTIVE:**

The Office of the Mayor consists of several programs serving staff and citizens of Beaverton. The Solid Waste and Recycling Program is one of these programs.

### **RECOMMENDED ACTION:**

The Mayor will introduce Chief of Staff Linda Adlard who will have Program Manager Scott Keller provide an overview of the Solid Waste & Recycling Program.

## DRAFT

BEAVERTON CITY COUNCIL  
REGULAR MEETING  
SEPTEMBER 13, 2004

### CALL TO ORDER:

The Regular Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, September 13, 2004, at 6:32 p.m.

### ROLL CALL:

Present were Mayor Drake, Couns. Betty Bode, Dennis Doyle, Forrest Soth and Cathy Stanton. Coun. Fred Ruby was excused. Also present were City Attorney Alan Rappleyea, Chief of Staff Linda Adlard, Assistant Finance Director Shirley Baron-Kelly, Traffic Engineer Randy Wooley, Operations/Maintenance Director Gary Brentano, Library Director Ed House, Human Resources Director Nancy Bates, Deputy Police Chief Chris Gibson and Deputy City Recorder Catherine Jansen.

### CITIZEN COMMUNICATIONS:

Mayor Drake welcomed Boy Scout Bruce Chaddock, Troop 728, Beaverton; he attended the meeting as part of his Communications Merit Badge.

Henry Kane said he distributed to Council a copy of his September 13, 2004 letter regarding the Tualatin River Basin. He said he received a copy of Metro's proposed Goal 5 Habitat Protection Plan map for the area north of Weir Road and east of 178<sup>th</sup> Avenue, which showed one-quarter of the land in that area was designated lightly-restricted or highly-restricted in use. He said the problem with the Goal 5 Habitat Protection Plan was it contained no clear definitions or standards to guide or restrict land use. He said his purpose was to alert the Council to the concerns many property owners have over the lack of clear guidance in this Plan. He referred to news articles and other events which indicated people's concern about the potential effects of Goal 5. He stressed property owners and taxpayers had the right to know how Goal 5 affects them and its costs. He noted the Council had previously expressed these same concerns and he suggested the Council send a letter to Metro asking when property use would be restricted and what the standards would be. He concluded that while people wanted to protect the habitat, property owners had rights under the State and Federal Constitutions.

### COUNCIL ITEMS:

Coun. Soth said he attended the meeting of the National League of Cities (NLC) Finance Administration Intergovernmental Relations Steering Committee (he was the chairman of that committee) in Long Beach, California, last weekend and a number of issues were

discussed: a) GASB 34, which required inclusion of all capital assets in cities annual budgets and audit reports. This information will be considered by bond rating agencies as part of the review for municipal obligation bonds. He noted this added to the cities' annual audit costs. b) GASB Proposals 41 and 43, which required cities to include financial information and projections for post-retirement and post-employment monies. c) Circular 230, from the U. S. Treasury Department and the IRS, which classified tax exempt bonds as tax shelters. d) The proposal to bundle telecommunications taxes in with sales and use taxes. He added franchise fees were the second largest source of revenues for many cities. If the fees were no longer available, it would seriously impact many cities. He concluded the NLC was concerned about the further intrusion and regulation from many of these rules on municipal governments. He said this seriously impeded the ability of local governments to handle their own business.

Coun. Doyle announced the Picnic in the Park for the West Beaverton, Five Oaks/Triple Creek NACs, was rescheduled to Tuesday, September 21, 2004 at 6:00 p.m., in the Five Oaks Middle School. He noted if the weather was good it would be outside; otherwise it would be held in the school cafeteria.

Coun. Stanton invited citizens to attend the walking tour of the City September 14, 2004, at 6:00 p.m. She said the tour would begin at the Library and conclude at The Round. She also noted on Thursday, September 16, 2004, State Senator Ryan Deckert would be holding a forum concerning health care at the Library and former Governor Kitzhaber would be there to answer questions concerning health care issues and the Oregon Health Plan.

Coun. Bode noted that two weeks ago the City Council and Mayor spent a day touring the region's water resources and gathering information on water needs for the future. She said it was very impressive and they learned a great deal.

#### STAFF ITEMS:

There were none.

#### CONSENT AGENDA:

Coun. Stanton MOVED, SECONDED by Coun. Soth, that the Consent Agenda be approved as follows:

Minutes of the Regular Meeting of August 23, 2004

- 04181 Liquor License Application: Greater Privilege - Ickabods; New Outlet - Golden Fountain Restaurant & Lounge, and Dessert Noir Café and Bar
- 04182 Traffic Commission Issues No. TC 562-564
- 04183 Classification Changes
- 04184 A Resolution Approving the Transfer of a Franchise for Use of Public Right of Way from Portland General Broadband to OnFiber Communications, Incorporated (Resolution No. 3776)

04185 A Resolution Declaring Official Intent to Consider an Ordinance Supplementing Ordinance 4270 for the Issuance of Water Revenue and Refunding Bonds, Series 2004B; Authorizing the Submission of an Advance Refunding Plan to the Oregon State Treasurer; Authorizing Distribution of a Preliminary Official Statement; and Related Matters (Resolution No. 3777)

04192 Emergency Abatement of 4925 SW Angel

Contract Review Board:

04186 Exemption from Competitive Bids and Authorizing a Sole Seller/Brand Name Purchase of a New TYMCO Model 600 Street Sweeper

04187 Waiver of Sealed Bidding – Purchase Three 2005 Compact Extended Cab Pickups From the State of Oregon Price Agreement

04188 Consulting Contract Award – Pavement Management Program Street Inspections

04189 Appointment of Bond Counsel, Financial Advisor, and Bond Underwriting Services for a Proposed Current Refunding of the 1994 Water Revenue Bonds and an Advanced Refunding of the 1997 Water Revenue Bonds

Coun. Bode stated she would abstain from voting on the August 23, 2004 minutes as she was not at that meeting.

Coun. Stanton said she had two minor revisions to the minutes which she would give to the Deputy City Recorder. She thanked staff for answering her questions.

Question called on the motion. Couns. Bode, Doyle, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (4:0) Coun. Bode abstained from voting on the August 23, 2004 Minutes as she was not at that meeting.

#### ORDINANCES:

Suspend Rules:

Coun. Bode MOVED, SECONDED by Coun. Stanton, that the rules be suspended, and that the ordinances embodied in Agenda Bills 04190 and 04191 be read for the first time by title only at this meeting, and for the second time by title only at the next regular meeting of the Council. Couns. Bode, Doyle, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (4:0)

First Reading:

City Attorney Alan Rappleyea read the following ordinances for the first time by title only:

04190 An Ordinance Amending Beaverton Code Section 6.02.250 to Create an Offense for Vehicle Parking in a Fire Lane Located on Privately-owned Premises Open to the Public (Ordinance No. 4321)

04191 An Ordinance Amending Ordinance No. 4270 Authorizing the Sale and Issuance of Water Revenue and Refunding Bonds for the Purpose of Refunding the City's Outstanding Water Revenue Bonds, Series 1994 and Series 1997, and Declaring an Emergency (Ordinance No. 4322)

EXECUTIVE SESSION:

Coun. Soth MOVED, SECONDED by Coun. Doyle, that Council move into executive session in accordance with ORS 192.660(1)(h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed. Couns. Bode, Doyle, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (4:0)

RECESS:

Mayor Drake called for a brief recess at 6:55 p.m. to setup for the executive session.

RECONVENE:

Mayor Drake reconvened the meeting at 7:02 p.m.

The executive session convened at 7:02 p.m.

The executive session adjourned at 7:24 p.m.

The regular meeting reconvened at 7:24 p.m.

ADJOURNMENT

There being no further business to come before the Council at this time, the meeting was adjourned at 7:24 p.m.

\_\_\_\_\_  
Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
Rob Drake, Mayor

## **AGENDA BILL**

**Beaverton City Council  
Beaverton, Oregon**

**SUBJECT:** A Resolution Adopting an  
Intergovernmental Agreement with Metro  
Regional Government for Implementation of  
the Annual Waste Reduction Plan

**FOR AGENDA OF:** 09/20/04 **BILL NO:** 04195

**Mayor's Approval:** Linda G. Collier

**DEPARTMENT OF ORIGIN:** Mayor's Office

**DATE SUBMITTED:** 09/02/04

**CLEARANCES:** Finance  
City Attorney PHD

**PROCEEDING:** Consent Agenda

**EXHIBITS:** Resolution  
Metro IGA  
Year 15 Partnership Plan

### **BUDGET IMPACT**

EXPENDITURE REQUIRED\$	AMOUNT BUDGETED\$	APPROPRIATION REQUIRED \$
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### **HISTORICAL PERSPECTIVE:**

All jurisdictions in the service area of Metro are required under Metro's *Regional Solid Waste Management Plan* (RSWMP) to implement an annual waste reduction work plan. The regional plans emphasize waste prevention and reduction and resource conservation with a commitment to public education, technical assistance and consistent cooperation with local governments. Representatives from each jurisdiction create partnership plans for waste reduction and meet regularly with one another and private industry representatives throughout the year to coordinate waste reduction efforts. Each year participating jurisdictions are asked to sign an intergovernmental agreement and approve the work plan.

### **INFORMATION FOR CONSIDERATION:**

This is the 15<sup>th</sup> year (FY 04-05) Metro will provide funding to local jurisdictions to support regional solid waste and recycling efforts. In accordance with Metro requirements, staff submitted and Metro accepted, Beaverton's "Year 15 Metro and Local Government Partnership Plan for Waste Reduction" (see exhibits) in June 2005. Based on the submittal, Beaverton's funding will be \$32,995. (The grant amount is \$530 less than the grant amount in FY 03-04 due to a reduction in Metro's overall grant program.)

### **RECOMMENDED ACTION:**

Council adopt the resolution authorizing the Mayor to sign an Intergovernmental Agreement with Metro Regional Government for implementation of the Annual Solid Waste Plan in a form approved by the City Attorney.

**Agenda Bill No:** 04195

RESOLUTION NO. 3778

A RESOLUTION ADOPTING AN INTERGOVERNMENTAL  
AGREEMENT WITH METRO REGIONAL GOVERNMENT  
FOR IMPLEMENTATION OF THE ANNUAL WASTE  
REDUCTION PLAN.

WHEREAS, all jurisdictions in the service area of Metro are required under Metro's Regional Solid Waste Management Plan (RSWMP) to implement an annual waste reduction work plan (Exhibit A); and

WHEREAS, the City Council of the City of Beaverton recognizes the need to reduce solid waste disposal through reuse, recycling and other methods; and

WHEREAS, in accordance with the policy established by the City of Beaverton City Council, a solid waste reduction program is being coordinated by the City of Beaverton in cooperation with other local governments, and Beaverton haulers; now therefore:

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAVERTON,  
OREGON:**

The Council adopts the Intergovernmental Agreement with Metro Regional Government for implementing the Annual Waste Reduction Program that is attached to this Resolution (Exhibit A) and incorporated by this reference.

Adopted by the Council on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Approved by the Mayor on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

ATTEST:

APPROVED:

\_\_\_\_\_  
Sue Nelson, City Recorder

\_\_\_\_\_  
Rob Drake, Mayor

Metro Contract No. 925922

**INTERGOVERNMENTAL AGREEMENT**

THIS AGREEMENT, entered into under the provisions of ORS Chapter 190, is between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter, located at 600 NE Grand Avenue, Portland, OR 97232-2736, and the CITY OF BEAVERTON, hereinafter referred to as "Contractor", whose address is PO Box 4755, Beaverton, OR 97076

In exchange for the promises and other valuable consideration set forth below, the parties agree as follows:

1. Purpose. The purpose of this Agreement is to establish the responsibilities of the parties in implementing the Metro and Local Government Partnership Plan for Waste Reduction: Planned Maintenance Activities.

2. Term. This Agreement shall be effective July 1, 2004, and shall remain in effect through June 30, 2005 unless earlier terminated in conformance with this Agreement.

3. Services Provided. Contractor and Metro shall perform the services described in the attached Scope of Work, which is made part of this Agreement by reference, and otherwise fully comply with the provisions in the attached Scope of Work (Attachments A and B).

4. Payment for Services. Metro shall pay Contractor for services performed and materials delivered in the maximum sum of THIRTY TWO THOUSAND, NINE HUNDRED NINETY-FIVE AND NO/100THS DOLLARS (\$32,995.00) in the manner and at the time designated in the Scope of Work, Attachment A.

5. Insurance. Contractor agrees to maintain insurance levels, or self-insurance in accordance with ORS 30.282, for the duration of this Agreement to levels necessary to protect against public body liability as specified in ORS 30.270. Contractor also agrees to maintain for the duration of this Agreement, Workers' Compensation Insurance coverage for all its employees as a self-insured employer, as provided by ORS Chapter 656, or disability coverage under its

Disability, Retirement and Death Benefits Plan.

6. Indemnification. To the maximum extent permitted by law, Contractor shall hold harmless Metro, its officers and employees from any claims or damages to property or injury to persons or for any penalties or fines, which may be occasioned in whole or in part by Contractor's performance of this Agreement.

7. Termination. This Agreement may be terminated by either party without cause upon giving 90 days written notice of intent to terminate. This Agreement may be terminated with less than 90 days notice if a party is in default of the terms of this Agreement. In the case of a default, the party alleging the default shall give the other party at least 30 days written notice of the alleged default, with opportunity to cure within the 30-day period.

8. State Law Constraints. Both parties shall comply with the public contracting provisions of ORS Chapter 279, and to the extent those provisions apply, they are incorporated into this Agreement by reference. Specifically, it is a condition of this Contract that all employers working under this Agreement are subject employers that will comply with ORS 656.017.

9. Notices. Legal notice provided under this Agreement shall be delivered personally or by certified mail to the following individuals:

**For Contractor:**

Scott Keller  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076

**For Metro:**

Office Of Metro Attorney  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Informal coordination of this Agreement will be conducted by the following designated Project managers:

**For Contractor:**

Scott Keller  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076  
(503) 526-2217  
FAX (503) 526-3730

**For Metro:**

Jennifer Erickson  
Metro  
600 NE Grand Ave.  
Portland, OR 97232  
(503) 797-1647  
FAX (503) 797-1795

Contractor may change the above- designated Project Manager by written notice to Metro. Metro may change the above-designated Project Managers by written notice to Contractor.

10. Attorney Fees. In the event of any litigation concerning this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to an appellate court.

11. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any condition, be assigned or transferred by either party without prior written approval by the other party.

12. Integration. This writing contains the entire Agreement between the parties, and may only be amended by written instrument, signed by both parties.

13. Severability. If any portion of this Agreement is found to be illegal or unenforceable, this Agreement nevertheless shall remain in full force and effect and the offending provision shall be stricken.

This Agreement is dated as of the last signature date below.

CITY OF BEAVERTON

METRO

By: \_\_\_\_\_

By: \_\_\_\_\_

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

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Attachment A

**SCOPE OF WORK**

- I. Task: Funding for Year 15 of the Metro and Local Government Partnership Plan for Waste Reduction: Planned Maintenance Activities.
- a) Term: July 1, 2004 to June 30, 2005
  - b) Contractor's responsibilities. Contractor shall:
    - 1. Provide to Metro a copy of the Contractor's Resolution or Ordinance approving this Intergovernmental Agreement including all of its attachments.
    - 2. Ensure that by June 30, 2005, the minimum activities specified in Attachment B, the "Planned Maintenance Activities" have been completed.
    - 3. On or before August 1, 2005, submit the following:
      - A) Attachment B with all reporting sections fully filled out.
      - B) Demonstrate compliance with OAR 340-090-0040.
  - c) Metro Responsibilities. Metro shall:
    - 1. Provide technical assistance to Contractor as necessary to develop, execute, monitor, and evaluate the project.
    - 2. Provide assistance to Contractor on promotional and educational activities.
    - 3. Monitor the general project progress and review as necessary the Contractor's accounting records relating to project expenditures.
  - d) Budget and Terms of Payment:

Upon completion of tasks in section (b)(1) of this Scope of Work, but no later than June 30, 2005, Metro shall pay contractor \$32,995 in one lump sum. Contractor and Metro recognize that the Metro and Local Government Partnership Plan for Waste Reduction: Planned Maintenance Activities is a multi-year program and that future rounds of funding will depend in part on Contractor's performance in implementing Planned Maintenance Activities during the term of this contract.

**Attachment B**

**CITY OF BEAVERTON  
Annual Waste Reduction Plan**



**Year 15: 2004-2005  
June 1, 2004**

## **PROGRAM OVERVIEW**

The FY 2004-05 allocation for the City of Beaverton is \$32,995. This represents 11.3% of the overall City solid waste and recycling budget.

The City of Beaverton has 2.5 FTE assigned to the Solid Waste and Recycling Program in the Office of the Mayor. The manager of the program is 0.5 FTE (remaining time is in other programs) and performs overall program planning supervision; the Commercial Waste Reduction Coordinator is 1.0 FTE and provides technical assistance to Beaverton businesses and commercial waste reduction and recycling planning; the Community Liaison is 1.0 FTE (an increase of .5 FTE over previous years) and focuses on residential (including multi-family) solid waste and recycling issues.

The Commercial Waste Reduction Coordinator is funded partially by Metro Commercial Technical Assistance (CTAP) grant funds. Since late 2003, the City has hired several part-time interns to assist with commercial outreach, and intends to continue these activities in FY 2004-05.

A phone line dedicated to solid waste and recycling issues is published in phone directories and City publications for easy access of citizens to information. City staff is in frequent contact with Metro RIC staff to provide accurate information to citizens and businesses.

A city newsletter (YOUR CITY) is published eight times per year. Each regular issue is distributed to approximately 50,000 households and businesses and provides information on recycling and waste prevention issues, as well as upcoming events.

In addition to the newsletter, the Solid Waste and Recycling Program make information available to residents and businesses at various City functions such as: Open Houses, the Mayor and City Council's summer Picnics in the Park, as well as at a self-help stand in City Hall. We have regular requests for brochures from our listing of available brochures on the City's Web site.

Over the past twelve months, the Solid Waste and Recycling Program has conducted a thorough evaluation of current practices of recycling in Beaverton's multi-family complexes and conducted two pilot projects as Phase I of a project to improve recycling opportunities for apartment residents (about 50% of Beaverton's population). In FY 2004-05 the City will move to Phase II of the project, by expanding one of the two pilot projects (recycling tote bags) to a broader portion of the City and continue to develop appropriate marketing and informational materials.

## PLANNED MAINTENANCE ACTIVITIES FOR FISCAL YEAR 2004-05

The Program Plan Table is divided into two sections: Planning and Reporting. The planning section lists program areas under the header marked "Tasks" which are to be completed in detail by Metro and local governments. All outreach, education, collection and other existing program efforts are to be listed under each task area with an associated implementation date noted under the heading "Planned Date." The section header "R/WP/B" identifies whether this particular program or activity is primarily recycling (R), waste prevention (WP) or both (B). This notation is to assist Metro in the collection of data for reporting to the Department of Environmental Quality on the region's waste prevention activities. The completed planning section of the table is due to Metro no later than June 1, 2004.

PLANNING			REPORTING	
Tasks	Planned Date	R/WP/B	Implemented Date	Implementation Status/Results
<b>Residential</b>				
<ul style="list-style-type: none"> <li>Identify and undertake a specific curbside recycling outreach activity for an existing program. (required) A special 16-page issue of the City newsletter devoted will be sent to all Beaverton residents and businesses in the Spring of 2005. (This will hopefully coincide with the planned regional outreach campaign.)</li> </ul>	Spring 2005	B		
<ul style="list-style-type: none"> <li>Articles in the six regular issues of the YOUR CITY newsletter regarding waste prevention, recycling, composting bins, and community gardens.</li> </ul>	Ongoing	B		
<ul style="list-style-type: none"> <li>Mail Neighborhood Clean-up Day information to residents.</li> </ul>	Spring 2005	R		
<ul style="list-style-type: none"> <li>Distribute recycling and waste prevention information at Beaverton events: Open houses, collection events, SummerFEST, Mayor's summer Picnics in the Park.</li> </ul>	Ongoing	B		
<ul style="list-style-type: none"> <li>Provide Junk Mail Address Removal Kits to residents.</li> </ul>	Ongoing	WP		
<ul style="list-style-type: none"> <li>Provide City and Metro brochures to residents upon request (advertised periodically in City newsletter and on City Web site).</li> </ul>	Ongoing	B		

<ul style="list-style-type: none"> <li>Continue monitoring commingling program and recycling participation.</li> </ul>	Ongoing	B		
<b>Multifamily</b>				
<ul style="list-style-type: none"> <li>Monitor recycling practices and procedures at multifamily complexes and encourage continued movement toward City-wide two-stream commingled collection, including an emphasis that glass be kept separate from all other materials.</li> </ul>	Ongoing	B		
<ul style="list-style-type: none"> <li>Provide City and Metro brochures to residents upon request (advertised periodically in City newsletter and on City Web site).</li> </ul>	Ongoing	B		
<ul style="list-style-type: none"> <li>Participate in one or more meetings with property managers at their monthly meetings (sponsored by the Beaverton Police Department, to discuss issues related to improving multi-family recycling. City staff also plans site visits and phone contacts with the largest 40 complexes in Beaverton (which account for about 70% of the total number of apartment units).</li> </ul>	Ongoing	R		
<ul style="list-style-type: none"> <li>Finalize evaluation of Tote Bag Recycling Pilot for apartment residents and implement an expanded distribution of bags to additional complexes.</li> </ul>	Summer, Fall and Spring 2004-2005	R		
<b>Home Composting</b>				
<ul style="list-style-type: none"> <li>Promote home composting with brochures available at events and at City Hall.</li> </ul>	Ongoing	WP		
<ul style="list-style-type: none"> <li>Participate in the Metro Home Composting Bin Sale Planning group.</li> </ul>	Ongoing	WP		
<ul style="list-style-type: none"> <li>Include articles in YOUR CITY newsletter about home composting.</li> </ul>	Ongoing	WP		

<b>Commercial</b>				
▪ Advertise CTAP program assistance to businesses in City mailings (City newsletter, etc.).	Ongoing	B		
▪ Distribute a recycling/waste reduction newsletter to businesses semi-annually.	Ongoing	B		
▪ Provide waste evaluations to businesses.	Ongoing	B		
▪ Provide desk-side and central collection recycling containers to businesses upon request as a part of the City's on-site visitation program.	Ongoing	R		
▪ Work with haulers in providing information to businesses on the opportunity to recycle.	Ongoing	B		
▪ Participate in regional Commercial Recovery Work Group.	Ongoing	B		
<b>Construction &amp; Demolition</b>				
▪ Distribute C&D Toolkit at the self-help stand outside the City Building Department.	Ongoing	B		
▪ Encourage haulers to distribute C&D information (at quarterly hauler meetings). Staff will also participate in activities related to the implementation of the regional contingency plan required processing of all C&D (and dry) waste facilities, and its impact in Beaverton.	Ongoing	B		
▪ Participate in regional Construction and Demolition Work Group.	Ongoing	B		

<b>Household Hazardous Waste</b>				
▪ Brochures available at self-help stand at City Hall.	Ongoing	WP		
▪ Articles in YOUR CITY Newsletter.	Ongoing	WP		
▪ Advertise Metro's Hazardous Waste round-ups, facilities and general information.	Ongoing	WP		
<b>Regional Planning Support</b>				
▪ Participate in regional planning groups, including: L.G.R.C., Commercial Recovery Work Group, Construction and Demolition Work Group, Organics Work Group, and Solid Waste Directors.	Ongoing	B		
<b>School Outreach and Education</b>				
▪ Provide information to Beaverton schools on available resources for waste prevention and recycling curriculum.	Ongoing	R		
▪ Provide information about recycling programs and grants available and assist Metro coordinator with promoting Oregon Green Schools	Ongoing	B		
<i>NOTE: All education efforts involve Beaverton staff in conjunction with Oregon Green Schools and Metro Education staff.</i>				
<b>Other</b>				
▪ Report jurisdictional solid waste and recycling data to Metro. (required)	Ongoing	R		
▪ Participate in at least one regional waste reduction planning group (required)	Ongoing	WP		
▪ Update and continue to monitor effectiveness of brochures and other publications about recycling, disposal, and waste prevention (in conjunction with other jurisdictions, as appropriate).	Ongoing	B		

10

<ul style="list-style-type: none"> <li>Provide waste prevention and recycling information on the City website (<a href="http://www.ci.beaverton.or.us/departments/recycling">www.ci.beaverton.or.us/departments/recycling</a>).</li> </ul>	Ongoing	B		
<ul style="list-style-type: none"> <li>Provide specialty recycling opportunities for electronics. Two events are planned (one partnering with a Beaverton business and one City sponsored); the City will seek other options for electronics collection as the year proceeds.</li> </ul>	Spring 2005	R		
<ul style="list-style-type: none"> <li>Work with Neighborhood Association Committees (NACs) to distribute information on all appropriate programs.</li> </ul>	Ongoing	B		

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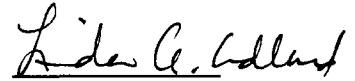
## **AGENDA BILL**

**Beaverton City Council  
Beaverton, Oregon**

**SUBJECT:** A Resolution Adopting an  
Intergovernmental Agreement with Metro  
Regional Government for Commercial  
Technical Assistance Program Funding

**FOR AGENDA OF:** 09/20/04 **BILL NO:** 04196

**Mayor's Approval:**



**DEPARTMENT OF ORIGIN:** Mayor's Office

**DATE SUBMITTED:** 09/03/04

**CLEARANCES:** Finance  
City Attorney



**PROCEEDING:** Consent Agenda

**EXHIBITS:** Resolution  
Metro IGA

### **BUDGET IMPACT**

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$0	BUDGETED \$0	REQUIRED \$0

### **HISTORICAL PERSPECTIVE:**

All jurisdictions in the service area of Metro are required under Metro's *Regional Solid Waste Management Plan* (RSWMP) to implement an annual waste reduction work plan. The regional plans emphasize waste prevention and reduction and resource conservation with a commitment to public education, technical assistance and consistent cooperation with local governments.

As part of the effort to meet RSWMP goals, Metro created a Commercial Technical Assistance Program (CTAP) to aid local governments in providing assistance to businesses. The City's Commercial Waste Reduction Coordinator is primarily responsible for the implementation of this task. Each year participating jurisdictions are asked to sign an intergovernmental agreement and approve the scope of work of the CTAP program. The proposed IGA is attached to this agenda bill.

### **INFORMATION FOR CONSIDERATION:**

This is the fifth IGA in which Metro has provided funding to local jurisdictions to support waste reduction and recycling assistance to businesses. The previous IGA was for a six-month period, to bring the grant cycle into alignment with Metro and local government fiscal years. This IGA is for the 2004-05 fiscal year. Beaverton's allocation for this installment is \$39,171.

The scope of work remains consistent with the previous agreements (including the priority of providing assistance to local government jurisdictions themselves to assure that governments lead by example in waste reduction and recycling efforts) and the program has continued without interruption.

Since the inception of this program, Beaverton staff has provided on-site recycling information and assistance to nearly 1100 Beaverton businesses and distributed over 4000 desk-side recycling boxes as part of the City's Commercial Waste Reduction program.

**Agenda Bill No:** 04196

**RECOMMENDED ACTION:**

Council adopt the resolution authorizing the Mayor to sign, in a form approved by the City Attorney, an Intergovernmental Agreement with Metro Regional Government for implementation of the Commercial Technical Assistance Program for the period July 1, 2004 through June 30, 2005.

RESOLUTION NO. 3779

A RESOLUTION ADOPTING AN INTERGOVERNMENTAL  
AGREEMENT WITH METRO REGIONAL GOVERNMENT  
FOR IMPLEMENTATION OF THE COMMERCIAL  
TECHNICAL ASSISTANCE PROGRAM

WHEREAS, all jurisdictions in the service area of Metro are required under Metro's Regional Solid Waste Management Plan (RSWMP) to implement an annual waste reduction work plan; and

WHEREAS, the City Council of the City of Beaverton recognizes the need to reduce solid waste disposal through reuse, recycling and other methods; and

WHEREAS, in accordance with the policy established by the City of Beaverton City Council, a Commercial Waste Reduction Program has been established to provide technical assistance to businesses; now therefore:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAVERTON,  
OREGON:

The Council adopts the Intergovernmental Agreement with Metro Regional Government for implementing the Commercial Technical Assistance Program, attached to this Resolution and incorporated by this reference.

Adopted by the Council on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Approved by the Mayor on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

ATTEST:

APPROVED:

\_\_\_\_\_  
Sue Nelson, City Recorder

\_\_\_\_\_  
Rob Drake, Mayor

**INTERGOVERNMENTAL AGREEMENT**

THIS AGREEMENT, entered into under the provisions of ORS Chapter 190, is between METRO, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter, located at 600 NE Grand Avenue, Portland, OR 97232-2736, and the CITY OF BEAVERTON, hereinafter referred to as "City", whose address is P.O. Box 4755, Beaverton, OR 97076.

In exchange for the promises and other valuable consideration set forth below, the parties agree as follows:

1. Purpose. The purpose of this Agreement is to establish the responsibilities of the parties in implementing a business assistance program currently called the Commercial Technical Assistance Program (CTAP). Metro will provide funds to local governments to hire staff for CTAP who will assist businesses in increasing their waste prevention, recycling and buying-recycled efforts. Funding is not intended to replace currently funded non-CTAP business assistance programs.

2. Term. This Agreement shall be effective July 1, 2004, and shall remain in effect through June 30, 2005 unless earlier terminated in conformance with this Agreement.

3. Services Provided and Deliverables. The City and Metro shall perform the services described in the attached Scope of Work, which is made part of this Agreement by reference, and otherwise fully comply with the provisions in the attached Scope of Work.

4. Payment for Services. Metro shall pay the City for services performed and materials delivered in one lump sum amount of THIRTY-NINE THOUSAND, ONE HUNDRED SEVENTY-ONE AND NO/100THS DOLLARS (\$39,171). One invoice shall be received by Metro anytime prior to June 30, 2005.

5. Funding Level. The City shall hire at a minimum the equivalent of .63 FTE as business recycling specialists. This number is calculated at \$62,000 per 1.0 annual FTE.

6. Eligible Business. All businesses, institutions, government facilities, schools (internal and business operations and not education of students) within the city of Beaverton.

7. Insurance. The City agrees to maintain insurance levels, or self-insurance in accordance with ORS 30.282, for the duration of this Agreement to levels necessary to protect against public body liability as specified in ORS 30.270. The City also agrees to maintain for the duration of this Agreement, Workers' Compensation Insurance coverage for all its employees as a self-insured employer, as provided by ORS chapter 656, or disability coverage under its Disability, Retirement and Death Benefits Plan.

8. Indemnification. To the maximum extent permitted by law, the City shall hold harmless Metro, its officers and employees from any claims or damages to property or injury to persons or for any penalties or fines, which may be occasioned in whole or in part by the City's performance of this Agreement.

9. Termination. This Agreement may be terminated by either party without cause upon giving 90 days written notice of intent to terminate. This Agreement may be terminated with less than 90 days notice if a party is in default of the terms of this Agreement. In the case of a default, the party alleging the default shall give the other party at least 30 days written notice of the alleged default, with opportunity to cure within the 30-day period.

10. State Law Constraints. Both parties shall comply with the public contracting provisions of ORS chapter 279, and to the extent those provisions apply, they are incorporated into this Agreement by reference. Specifically, it is a condition of this Contract that all employers working under this Agreement are subject employers that will comply with ORS 656.017.

11. Confidentiality of Information. The City shall consider the data and information submitted or otherwise made available to it by private parties during the City's performance of its responsibilities in the business assistance program to be information submitted to a public body in confidence and not otherwise required by law to be submitted under ORS 192.502(4). Pursuant to ORS 192.502(4), the City shall oblige itself in good faith not to disclose such information.

12. Notices. Legal notice provided under this Agreement shall be delivered personally or by certified mail to the following individuals:

**For City:**

Scott Keller  
City of Beaverton  
P.O. Box 4755  
Beaverton, OR 97076

**For Metro:**

Office of General Counsel  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Informal coordination of this Agreement will be conducted by the following designated Project Managers:

**For City:**

Scott Keller  
City of Beaverton  
P.O. Box 4755  
Beaverton, OR 97076  
(503) 526-2217  
FAX (503) 526-3730

**For Metro:**

Robin Hawley  
Metro  
600 NE Grand Ave.  
Portland, OR 97232  
(503) 797-1535  
FAX (503) 797-1795

The City may change the above- designated Project Manager by written notice to Metro. Metro may change the above-designated Project Managers by written notice to the City.

13. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any condition, be assigned or transferred by either party without prior written approval by the other party.

14. Integration. This writing contains the entire Agreement between the parties, and may only be amended by written instrument, signed by both parties.

15. Severability. If any portion of this Agreement is found to be illegal or unenforceable, this Agreement nevertheless shall remain in full force and effect and the offending provision shall be stricken.

This Agreement is dated as of the last signature date below.

CITY OF BEAVERTON

METRO

By: \_\_\_\_\_

By: \_\_\_\_\_

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

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Attachment A  
**SCOPE OF WORK**

A) Key Terms

1. *Commercial Recovery Work Group (CRWG)* – The CRWG is a regional waste reduction initiative that comprises local government representatives who develop and implement strategies to meet the region's 2005 recovery goal and encourage behavior change in the business sector. Immediate emphasis is on recovery, with importance and long-term emphasis given to waste prevention and buying recycled products.
2. *Commercial Technical Assistance Program (CTAP)* – Currently named CTAP, the program is designed to provide local governments the resources to hire recycling specialists to provide on-site (whenever possible and appropriate), customized assistance to businesses in the region on recycling, waste prevention and/or buying recycled-content products and to develop related materials as needed.
3. *Baseline Evaluation* – A baseline evaluation constitutes a recycling specialist's first contact with a business to evaluate programs in one or more of the following areas (recycling, waste prevention or buying recycled products) and providing a set of mutually agreed upon recommendations to the business.
4. *Metro* – In this document, "Metro" refers to staff in the Solid Waste & Recycling Department who convene and work with the CRWG.
5. *The City of Beaverton* – In this document, "City" refers to staff who participate in the CRWG.
6. *Recycling Specialists* – In this document, "recycling specialists" refers to individuals who specialize in business recycling assistance, who are hired as City staff, as contractors who work in City offices or as external contractors.

B) Metro responsibilities.

Metro shall:

1. Convene the Commercial Recovery Work Group (CRWG), which shall consist of Metro, the City and other local governments staff who oversee commercial recovery programs.
2. Develop, in conjunction with the CRWG, a plan that will be provided to the City, which outlines the outreach campaigns scheduled for the term of the IGA. In this plan will be included draft guidelines and protocols for the City to respond to requests by businesses and to conduct assessments. The plan should also include a timeline for the campaigns and a process for notifying the City of press releases.
3. Develop, in conjunction with the CRWG, the list of core actions in recycling, waste prevention and buy recycled that shall be addressed by the City in its on-site visits to businesses and that will be incorporated into the CTAP database.
4. Develop, in conjunction with the CRWG and recycling specialists, the resources, such as desk-side paper collection containers that shall be provided to businesses and training that

will be given to recycling specialists.

5. Provide the City with a database of businesses in the City's jurisdiction to be used by the City or its contractors only for outreach to businesses related to the recycling, waste prevention and buy-recycled product focus of the CTAP.
6. Provide technical assistance and resources to the City as needed to develop, execute, monitor and evaluate the CTAP.
7. Provide the City written guidelines and protocol on the CTAP database, on-going support and updates.
8. Provide the City with standardized reporting forms for quarterly and final reports. The report forms will include quantitative data generated from the database and anecdotal information.
9. Coordinate and convene quarterly roundtables and trainings for recycling specialists as determined by the CRWG.
10. Act as a liaison for information to flow to, between and among, recycling specialists in each jurisdiction. Coordinate and facilitate ongoing communication with recycling specialists and CRWG members on activities such as Metro's website on commercial recycling, waste prevention and buy-recycled activities, e-mail between and among jurisdictions, listserv dialogue, trainings, and roundtables.
11. If applicable, work with local government recycling specialists to evaluate Metro buildings and facilities in recycling, waste prevention and buy recycled areas.
12. Develop and review the program goals and budget in conjunction with the CRWG.
13. Conduct an evaluation of the CTAP program as needed, which may include on-site visits to regional businesses by Metro staff or independent third-party contractors.

C) City of Beaverton responsibilities.

The City shall:

1. Hire individuals as staff, contractors who work in City offices or external contractors whose primary responsibilities and duties are to provide waste evaluations and technical assistance services to businesses.
2. Provide technical assistance to businesses by conducting evaluations in recycling, waste prevention and buying recycled-content products through on-site visits, phone conversations, and written communication as necessary, following CTAP core actions.
3. Develop an outreach plan that will be provided to Metro on the City's eligible businesses that identifies the strategies and criteria for targeted businesses (e.g., sector, size, tenure at location or some other criteria) and outreach elements (e.g., direct mail, calls, cold visits, partnerships with trade associations or business councils) for each strategy that will be used to reach these businesses. The plan must include a strategy for contacting the City's government facilities and providing waste reduction technical assistance to them. In addition, the plan should take into account regional outreach campaigns. Other elements of the outreach plan include estimated hours to be spent on outreach, businesses or

institutions that are targeted, and desired outcomes.

4. Participate in regional outreach campaigns as developed by the CRWG and provide follow-up technical assistance as required by the outreach program design.
5. Provide waste evaluation reports, information and documents related to CTAP to businesses and Metro electronically or printed on recyclable, double-sided recycled paper (minimum 30% post-consumer content).
6. Make available resources to businesses as identified by the CRWG and appropriate for the jurisdiction.
7. Collect data for each business that summarizes key contact information and the actions taken in recycling, waste prevention and buy recycled.
8. Enter all data in the CTAP database developed by Metro and the CRWG, whose design allows for regional analysis of program data.
9. Provide a copy of the City's commercial technical assistance business database to Metro upon request.
10. Contact each business that has received technical assistance and conduct an on-site evaluation, whenever possible and appropriate, of the changes the business has made; follow-up evaluation visits and assistance should occur no later than six months after receiving the initial visit.
11. Prepare progress reports as indicated in Section E, Deliverables 3 and 4.
12. Assist Metro in a regional evaluation of businesses that have received technical assistance under CTAP and those businesses that have not.

#### D) Metro Deliverables.

Metro shall:

1. Provide a database of businesses in the City's jurisdiction to the City two times per year to use in outreach to businesses.
2. Act as liaison between jurisdictions' recycling specialists.
3. Provide resources, including information on the availability of recycled-content products in the region, desk-side containers, trainings and printed material, to City recycling specialists as determined by the CRWG.
4. Work with CRWG to identify elements to be included in the outreach strategy due to Metro on July 30, 2004.
5. Work with CRWG to identify additional items to be included in quarterly reports and final report.
6. Create standardized report forms for quarterly and final reports.
7. Create report forms in the database that will generate reports that includes specific data collected by recycling specialists for the quarterly and final reports.

E) City of Beaverton Deliverables.

The City shall:

1. Develop an outreach strategy for recycling specialists that will provide them a proactive approach to get businesses to request or accept assistance. The written outreach strategy is due to Metro on or before July 30, 2004 reflecting the 04-05 fiscal year period (July 1, 2004 – June 30, 2005).
2. Identify primary contact responsible for receiving referrals from the Recycling Information Center (RIC) and forwarding them on to the recycling specialists.
3. Prepare quarterly progress reports on the accomplishments of CTAP to include the number of businesses visited and assisted, evaluations performed, actions recommended and implemented, and resources delivered. For the term of this contract, progress reports will be due no later than 30 days following the conclusion of the each quarter, with reports to be submitted on or before October 29, 2004, January 31, 2005, and April 29, 2005.
4. A final report will be due on or before July 29, 2005 for the previous fiscal year period. This report will include the following elements:
  - Fiscal summary of program budget, including dollars received and spent from Metro for this program and contribution by the City.
  - Employee hour distribution by activity, such as outreach plan actions and regional outreach campaigns, travel, on-site assistance, progress evaluations, resources delivered, market research, trainings, data entry and report preparation to visited businesses.
  - Results of outreach plan and recommendations for changes.
  - Summary of all accomplishments as requested in the quarterly report (Section E, 3) and progress toward the program's goals.

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## AGENDA BILL

### Beaverton City Council Beaverton, Oregon

**SUBJECT:** A Resolution Adopting an  
Intergovernmental Agreement with Metro  
Regional Government for Multifamily  
Recycling Education and Outreach Funding

**FOR AGENDA OF:** 09/20/04 **BILL NO:** 04197

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Mayor's Office 

**DATE SUBMITTED:** 09/02/04

**CLEARANCES:** Finance   
City Attorney 

**PROCEEDING:** Consent Agenda

**EXHIBITS:** Resolution  
Metro IGA

### **BUDGET IMPACT**

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$32,075	BUDGETED \$0	REQUIRED \$0

### **HISTORICAL PERSPECTIVE:**

All jurisdictions in the service area of Metro are required under Metro's *Regional Solid Waste Management Plan* (RSWMP) to implement an annual waste reduction work plan. The regional plans emphasize waste prevention and reduction and resource conservation with a commitment to public education, technical assistance and consistent cooperation with local governments.

The Targeted Competitive Waste Reduction Assistance Grant program is a component of the RSWMP designed to supplement program funding available through the Annual Partnership Plan for Waste Reduction. These grants are intended to assist local jurisdictions and their partners in targeting the RSWMP waste reduction practices that are not addressed in other program plans, for which other sources of funding are not available, and to support creative methods for addressing solid waste issues.

Applicants are required to provide a 50% match to funds requested (\$0.50 for every dollar requested). This match may be dollars, in-kind services or a combination of both and may be provided by some or all partners. (Beaverton's match will come from a combination of staff time working on the project and from already budgeted funding of the Solid Waste & Recycling Program.) Each year, Metro specifies a focus area or target for this competitive grant program. The FY 2004-05 focus is the multifamily sector.

### **INFORMATION FOR CONSIDERATION:**

Multifamily recycling in the City of Beaverton received little attention until mid-2003. Attention was given to property managers and tenants who contacted the City, but there was no pro-active program for apartment complexes. In early 2003, staff performed an initial survey of Beaverton apartment complexes and their respective levels of garbage and recycling service. At the time of this analysis, the City's multifamily communities were generally collecting source-separated recycling. Since that time,

most of Beaverton changed to two-stream commingled collection of recycling (all materials mixed, with glass separate).

Following the initial survey, City staff began a six-month outreach program that included on-site visits to the forty largest multifamily communities (representing 69% of all apartment units in the City). These visits proved successful in establishing a relationship with property managers and the distribution of education materials. These early relationships led to a multi-faceted pilot project intended to test the effectiveness of improved recycling depot signage and the use of MF recycling tote bags.

Twelve complexes were selected to participate in the pilot:

- Six were chosen for tote bag testing (two large, two medium, and two small complexes),
- Three for signage (one large, one medium and one small complex); and
- Three were chosen as a control to measure against.

The bags and signs were designed in-house and sent out for production. Two of Beaverton's franchised haulers (Waste Management and Valley Garbage) participated in the project by conducting pre and post volume measurement of recyclables at each of the twelve pilot project complexes.

The post project recycling volume measurements showed the following:

- Recycling volumes were larger in five of the six complexes using the recycling tote bags. (One complex could not be measured, due to a change in their collection containers).
- Recycling volumes were larger in two of the three complexes with increased recycling signage.
- Recycling volumes were decreased in two of the three control group complexes.

These findings coincide with data from the City of Seattle who recently reported a 16% increase in multifamily recycling volumes after the first year of implementing a tote-bag program.

Based on these findings and coinciding with the area of focus for this fiscal year, staff applied for a Targeted Competitive Grant from Metro to fund the expansion of the sign and tote-bag project to a larger portion of Beaverton. The City was awarded \$32,075 to improve education and outreach efforts to Multifamily complexes in Beaverton.

**RECOMMENDED ACTION:**

Council adopt the resolution authorizing the Mayor to sign, in a form approved by the City Attorney, an Intergovernmental Agreement with Metro Regional Government for implementation of the Multifamily Sector Targeted Competitive Grant Award Scope of Work.

RESOLUTION NO. 3780

A RESOLUTION ADOPTING AN INTERGOVERNMENTAL  
AGREEMENT WITH METRO REGIONAL GOVERNMENT  
FOR IMPLEMENTATION OF THE MULTIFAMILY SECTOR  
TARGETED COMPETITIVE GRANT PROGRAM.

WHEREAS, all jurisdictions in the service area of Metro are required under Metro's Regional Solid Waste Management Plan (RSWMP) to implement an annual waste reduction work plan (Exhibit A); and

WHEREAS, the City Council of the City of Beaverton recognizes the need to reduce solid waste disposal through reuse, recycling and other methods; and

WHEREAS, in accordance with the policy established by the City of Beaverton City Council, the City has developed a plan to increase outreach and education to managers and residents of the City's Multifamily housing complexes; now therefore:

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAVERTON,  
OREGON:**

The Council adopts the Intergovernmental Agreement with Metro Regional Government for implementing the Targeted Competitive Grant Program that is attached to this Resolution as Exhibit A and incorporated by this reference.

Adopted by the Council on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Approved by the Mayor on this \_\_\_\_ day of \_\_\_\_\_, 2004.

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

ATTEST:

APPROVED:

\_\_\_\_\_  
Sue Nelson, City Recorder

\_\_\_\_\_  
Rob Drake, Mayor

**INTERGOVERNMENTAL AGREEMENT**

THIS AGREEMENT, entered into under the provisions of ORS Chapter 190, is between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter, located at 600 NE Grand Avenue, Portland, OR 97232-2736, and the CITY OF BEAVERTON, hereinafter referred to as "Contractor", whose address is PO Box 4755, Beaverton, OR 97076.

In exchange for the promises and other valuable consideration set forth below, the parties agree as follows:

1. Purpose. The purpose of this Agreement is to establish the responsibilities of the parties in implementing the Targeted Competitive Waste Reduction Assistance Grant awarded to the City of Beaverton.

2. Term. This Agreement shall be effective by last signature date and shall remain in effect through June 30, 2005 unless earlier terminated in conformance with this Agreement.

3. Services Provided. Contractor and Metro shall perform the services described in the attached Scope of Work, which is made part of this Agreement by reference, and otherwise fully comply with the provisions in the attached Scope of Work.

4. Payment for Services. Metro shall pay Contractor for services performed and materials delivered in the maximum sum of THIRTY-TWO THOUSAND, SEVENTY-FIVE AND NO/100THS DOLLARS (\$32,075.00) in the manner and at the time designated in the Scope of Work, "Project Budget/Terms of Payment."

5. Insurance. Contractor agrees to maintain insurance levels, or self-insurance in accordance with ORS 30.282, for the duration of this Agreement to levels necessary to protect against public body liability as specified in ORS 30.270. Contractor also agrees to maintain for the duration of this Agreement, Workers' Compensation Insurance coverage for all its employees as a self-insured employer, as provided by ORS chapter 656, or disability coverage under its Disability, Retirement and Death Benefits Plan.

6. Indemnification. To the maximum extent permitted by law, Contractor shall hold harmless Metro, its officers and employees from any claims or damages to property or injury to persons or for any penalties or fines, which may be occasioned in whole or in part by Contractor's performance of this Agreement.

7. Termination. This Agreement may be terminated by either party without cause upon giving 90 days written notice of intent to terminate. This Agreement may be terminated with less than 90 days notice if a party is in default of the terms of this Agreement. In the case of a default, the party alleging the default shall give the other party at least 30 days written notice of the alleged default, with opportunity to cure within the 30-day period.

8. State Law Constraints. Both parties shall comply with the public contracting provisions of ORS chapter 279, and to the extent those provisions apply, they are incorporated into this Agreement by reference. Specifically, it is a condition of this Contract that all employers working under this Agreement are subject employers that will comply with ORS 656.017.

9. Notices. Legal notice provided under this Agreement shall be delivered personally or by certified mail to the following individuals:

For Contractor:  
Scott Keller  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076

For Metro:  
Office of General Counsel  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Informal coordination of this Agreement will be conducted by the following designated Project Managers:

For Contractor:  
Scott Keller  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076  
(503) 526-2217  
FAX (503) 526-3730

For Metro:  
Jennifer Erickson  
Metro  
600 NE Grand Ave.  
Portland, OR 97232  
(503) 797-1647  
FAX (503) 797-1795

Contractor may change the above- designated Project Manager by written notice to Metro. Metro may change the above-designated Project Manager by written notice to Contractor.

10. Attorney Fees. In the event of any litigation concerning this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to an appellate court.

11. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any condition, be assigned or transferred by either party without prior written approval by the other party.

12. Integration. This writing contains the entire Agreement between the parties, and may only be amended by written instrument, signed by both parties.

13. Severability. If any portion of this Agreement is found to be illegal or unenforceable, this Agreement nevertheless shall remain in full force and effect and the offending provision shall be stricken.

This Agreement is dated as of the last signature date below.

CITY OF BEAVERTON

METRO

By: \_\_\_\_\_

By: \_\_\_\_\_

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Print name and title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

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ATTACHMENT A

**SCOPE OF WORK**

A) Term: Last signature date to June 30, 2005.

B) Contractor's Responsibilities

Contractor shall:

- 1) Provide Metro a copy of any agreements between the Contractor and any project subcontractors for implementation of this program on Contractor's behalf and representing Contractor with regard to this Intergovernmental Agreement, if applicable.
- 2) Submit a one to two-page interim progress report to Metro no later than 90 days from contract execution date.
- 3) Ensure that by June 30, 2005 the minimum activities specified in the Targeted Competitive Waste Reduction Assistance Grant Application (Attachment B) have been completed. In the event that Contractor learns that any or all tasks will not be implemented as described in Attachment B, Contractor shall immediately notify Metro in writing.
- 4) Submit a final report to Metro on or before July 31, 2005. Report must demonstrate how the project has met the criteria stated in the grant application form (Attachment C), and the impacts the project has had on the prevention, recycling, and recovery of waste.

C) Metro Responsibilities

Metro shall:

- 1) Provide technical assistance to the Contractor as necessary to develop, execute, monitor, and evaluate the projects.
- 2) Review and approve any modifications to the Scope of Work prior to implementation.
- 3) Review the Contractor's accounting records relating to project expenditures.

D) Budget and Terms of Payment

Upon completion of task B. 1. of this Scope of Work, Metro shall pay Contractor \$16,037.50. Upon completion of task B. 2. of this Scope of Work, Metro shall pay Contractor the remaining \$16,037.50.

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**Attachment B****City of Beaverton  
MULTIFAMILY RECYCLING PROJECT  
Program Summary - August 2004****I. Program Overview**

The City of Beaverton's Recycling Program consists of two primary sectors: residential and commercial. The residential sector has long been primarily focused on single-family dwellings; however, the City has been in the process of developing an improved multifamily component. Although the waste streams of single-family and multi-family programs are similar, they have significantly different collection methods, diversion rates and the types of problems that must be overcome to build a stable on-going program.

This document provides a brief review of the history, current status and proposed program developments for Beaverton's multi-family recycling program.

**II. General Multifamily Program Analysis****A. Success Factors**

The path to success in a multi-family recycling program is largely dictated by how the program deals the basic common variables involved in virtually any program: people, places and things. It is generally accepted that successful multi-family programs tend to be in communities with a successful single-family recycling program.

Preliminary work in Beaverton (and confirmed by research into other successful programs) point to three main components of success in a Multifamily Program:

- *Convenience* (Convenience for the tenants so they can easily sort recyclables and place them in clearly-labeled containers at conveniently-placed locations);
- *On-going Education and Communication* (Communication with all parties through outreach, education, and workshops: tenants, property managers, property owners, law enforcement, haulers); and,
- *Management participation* (Customization of a recycling plan to suit the needs of the tenants and haulers for each complex).

Many apartment dwellers want to recycle, but don't know how to get the complex to participate. The main hurdles to success are:

- Lack of clear communication between all parties.
- Location of recycling containers.
- Overcoming contamination.

**B. Factors for Consideration**

1. Community diversity including language, age groups, and income-levels plays a role in success of programs. Outreach often is conducted in multiple languages, which can include publications, interpreters, and graphics to replace words.

2. Some programs indicated low success with the following populations:
  - Participants aged 18-30, who work long hours, are mobile, and not willing to change their attitudes.
  - Condominium or owner-occupied units, who tend to have higher income levels and are more concerned with aesthetics.
  - Affluent tenants, who are less likely to participate overall and tend to not be motivated by financial incentives.
3. Contamination – It is generally difficult to catch the perpetrator.
4. Incentives and Motivation – Apartment owners may not pass fees saved or collected onto owners unless part of new tenant lease;

### III. Beaverton Demographics

The City of Beaverton currently has a population of 79,010 residents with nearly 50% living in multi-family dwellings.

- A. The racial/ethnic population (according to the 2000 Census) shows that
  - 78.3% of Beaverton residents are white
  - 11.1% are Hispanic, and
  - 9.7% are Asian.
- B. There are approximately 210 multifamily complexes in the City of Beaverton.
- C. Over 70% of the 14,000 units in the City are concentrated in the 40 largest complexes.
- D. In 2002, the average number of units in a Beaverton apartment complex was 60. This is much larger in comparison to Gresham and Portland (at 33 and 26, respectively).
  - Beaverton: Complexes: 210; Average units per complex: 66.
  - Gresham: Complexes: 360; Average units per complex 33
  - Portland: Complexes: 2300; Average units per complex 26
- E. Beaverton has classified its apartment complexes into three categories:
  1. Large Complexes
    - Between 100 and 700 units per complex
    - 40 complexes, comprising 69% of the units in Beaverton
    - Generally has an on-site property manager
  2. Medium Complexes
    - Between 50 and 99 units per complex
    - 29 complexes, comprising 13% of the units in Beaverton
    - Often has an on-site property manager
  3. Small Complexes
    - Between 5 and 49 units per complex
    - 141 complexes, comprising 18% of the units in Beaverton
    - Generally do not have an on-site property manager

	Number of Units	Number of Complexes	Sub-Total Units	Complexes	Cumulative Units	Percentage
0.5%	600-699	1	630	1	630	5%
0.5%	500-599	1	554	2	1184	9%
1.4%	400-499	3	1306	5	2490	18%
1.9%	300-399	4	1331	9	3821	28%
5.2%	200-299	11	2714	20	6535	48%
9.5%	100-199	20	2877	40	9412	69%
13.8%	50-99	29	1889	69	11301	82%
15.7%	25-49	33	1198	102	12499	91%
51.4%	5-24	108	1225	210	13724	100%
	<b>TOTAL</b>	<b>210</b>	<b>13724</b>			

#### IV. Beaverton Program History

Multifamily recycling in the City of Beaverton received little attention until mid-2003. Attention was given to property managers and tenants who contacted the City, but there was no pro-active program for apartment complexes. In early 2003, an intern was hired to perform an initial survey of Beaverton apartment complexes and their respective levels of garbage and recycling service. At the time of this analysis, the City's multifamily, (MF) communities were generally collecting source separated recycling. Since that time, most of Beaverton changed to two-stream commingled collection of recycling (all materials mixed, with glass separate).

Following the initial survey, City staff began a six month outreach program that included on-site visits to the forty largest MF communities. These visits proved successful in establishing a relationship with property managers and the distribution of education materials. These early relationships led to a multi-faceted pilot project intended to test the effectiveness of improved recycling depot signage and the use of MF recycling tote bags.

Twelve complexes were selected to participate in the pilot:

- Six were chosen for tote bag testing (two large, two medium, and two small complexes);
- Three for signage (one large, one medium and one small complex); and
- Three were chosen as a control to measure against.

The bags and signs were designed in-house and sent out for production. Two of Beaverton's franchised haulers (Waste Management and Valley Garbage) participated in the project by conducting pre and post volume measurement of recyclables at each of the twelve pilot project complexes.

The post-project recycling volume measurements showed the following:

- Recycling volumes were larger in five of the six complexes using the recycling tote bags. (One complex could not be measured, due to a change in their collection containers)
- Recycling volumes were larger in two of the three complexes with increased recycling signage.
- Recycling volumes were decreased in two of the three control group complexes.

These findings coincide with data from the City of Seattle who recently reported a 16% increase in multifamily recycling volumes after the first year of implementing a tote-bag program.

Based on these findings, staff applied for a competitive grant from Metro (the regional government) to fund the expansion of the sign and tote-bag project to a larger portion of Beaverton.

#### V. Current Collection Program

##### A. Multifamily Program Goals

1. Create a standardized collection system for MF complexes, creating consistency and simplifying education message.

2. Establish a program that offers tenants similar recycling options and tools (bags) to single family dwellings.
3. Increase logistical opportunities to recycle at complexes in Beaverton by working with property managers.
4. Increase tenant awareness of recycling locations and opportunities at complexes (signs).
5. Increase participation in recycling overall, while simultaneously reducing contamination through education.
6. Create a sustainable, long-term program to repeatedly educate and address MF sector turnover.

**B. Materials Collected**

In the past, materials have been prepared for recycling collection as separated materials (i.e. cardboard kept separate from tin cans, etc.)

Commingling has become the standard for collection throughout most of the region. In most cases, commingling increases the number of materials a tenant can recycle. This standardization will make education and outreach much more streamlined for city-wide outreach.

**VII. Proposed Program Design**

Based on all of the preliminary research and pilot project results, the Solid Waste and Recycling Program propose a two-phase implementation of a city-wide Multifamily Recycling Program:

**A. Phase I (September 2004-June 2005)**

1. Primary focus: "Large complexes"
  - 40 complexes with more than 100 units
  - 9500 units
  - 70% of Beaverton's apartment units
2. Individualized/customized program review with property managers
3. Baseline measurement
4. Installation of recycling signage
5. Distribution of tote bags and education materials to tenants

**B. Phase II (July 2005-October 2005)**

1. Primary focus: "Medium complexes"
  - 29 complexes with between 50 and 99 units
  - Approximately 2000 units
  - 13% of Beaverton's apartment units
2. Individualized/customized program review with property managers
3. Baseline measurement
4. Installation of recycling signage
5. Distribution of tote bags and education materials to tenants
6. On-going maintenance of both large and medium complexes

C. Phase III (Beginning November 2005)

1. Primary focus: "Small complexes"
  - 142 complexes with between 5 and 49 units
  - Approximately 2500 units
2. Direct mail and media announcements about the program.
3. Installation of signs and distribution of tote bags to complexes who respond to the media and register with the program
4. This phase depends on apartment managers/owners contacting the City rather than the City taking the lead, since most complexes of this size do not have on-site resident property managers
5. On-going maintenance of all complexes

D. Outreach and Education

1. Property Managers
  - a. Conduct site visit for program review, "Waste Assessment for Apartments", update/validate site location maps (including recycling depots), and determine signage needs. *September and October 2004.*
  - b. Installation of signs and program update visit. October and November 2004.
  - c. Mailing of tote-bag distribution information (including samples and proposed schedule of distribution)
  - d. Quarterly/Semi-annual Reports/Updates
  - e. Property managers will be surveyed to give their feedback on what is working and where improvements are needed.
  - f. Explore possible incentives for properties experiencing the best results.
2. Tenants
  - a. Distribution of door-hanger 2-3 weeks prior to bag distribution
  - b. Distribution of tote-bag directly on doors with customized educational materials and survey postcard
  - c. Education packet to also include move-in/move-out information, hazardous waste, electronic waste, reuse options, food waste options, and clothing donations.
3. General Community/Media
  - a. City newsletter article
  - b. Oregonian press release
  - c. Valley Times press release
  - d. TV/Radio media press release

E. Ongoing Maintenance

The City is exploring an increase in the franchise fees paid by the six Beaverton garbage haulers to cover the costs of annual maintenance purchases of tote-bags and signage. (An increase in the residential franchise fee from 4.0 to 4.25% would provide approximately \$10,000 in revenue.) The commercial franchise fee would not change as a result of this program.

## F. Evaluation/Measurement

There are two options being explored for measurement of the program's effectiveness.

### 1. Option A - Driver Visual Estimates

A driver would visually track the volumes and frequency of pick ups for recycling materials at a specified number of complexes on a quarterly basis. There would be a pre-program measurement to establish the baseline. Then, once per quarter, the specified complexes would be monitored to track progress.

### 2. Option B - Weight Based Route

This option would establish a separate collection route that would collect the materials from MF complexes only. The materials would be weighed and the number and size of containers from each complex would be noted. The initial route would establish the baseline and subsequent measurements of the same complexes would occur at specified time periods after program elements are implemented (for example, after tote bags are distributed to the top 40 complexes and signs are installed).

## VIII. Resources/Contacts (ALL)

<b>Resource</b>	<b>Contact</b>
Seattle, WA	Ginny Stevenson, Seattle Public Utilities, (206) 684-7648 <a href="http://www.ci.seattle.wa.us/util">www.ci.seattle.wa.us/util</a> <a href="mailto:ginny.stevenson@ci.seattle.wa.us">ginny.stevenson@ci.seattle.wa.us</a>
Portland, OR	Jill Kolek
Gresham, OR	Alison Cable
Vancouver, WA	Rich McConaghy
South Beach Waste Management Authority	Website: <a href="http://www.rethinkwaste.org/business_mfd.php">www.rethinkwaste.org/business_mfd.php</a>
Bag It	Andrea Chek, Sales Manager (503)655-0662
Midpoint International	<a href="http://www.midpoint-int.com/product.mv?id=23&amp;c=7">www.midpoint-int.com/product.mv?id=23&amp;c=7</a>
Busch Systems	<a href="http://www.buschsystems.com/apartments.htm">www.buschsystems.com/apartments.htm</a>
Palo Alto	650.496-5910 <a href="mailto:recycling@city.palo-alto.ca.us">recycling@city.palo-alto.ca.us</a> <a href="http://www.city.palo-alto.ca.us/recycle/mfwhat.html">www.city.palo-alto.ca.us/recycle/mfwhat.html</a>
Multi-Bag Custom Bag (One option used in SBMWA) Multi-Bag	<a href="http://www.multibag.com">www.multibag.com</a> 1.888.862.0500
"Multifamily Recycling: A golden opportunity for solid waste reduction"	US EPA publication, EPA 530-F-99-010
"Complex Recycling Issues: Strategies for record-setting waste reduction in multi-family dwellings"	US EPA publication, EPA-530-F-99-022
"Recycling in LA's Multi-Family Complexes"	City of Los Angeles publication

IX. Timeline

<b><u>Metro Grant Timeline - General</u></b>								
27-Aug-04	31-Aug-04	20-Sep-04	15-Oct-04	1-Dec-04	15-Jan-05	1-Oct-05	1-Nov-05	1-Dec-05
Finalize Metro Plan	City Plan to Chief of Staff	IGA Approved by Council	Pre-measure w/haulers	Pre-notification (?)		Post measure w/haulers	Surveys	Final Report
			Visit 1 Intro/Follow up Pilot by SS	Visit 3 - (Bags/ phone/?)				
		Prepare Draft Bag Materials	Order Bags	Bags Arrive	Distribute Bags			
Write RFP Specs- Signs			Visit 2- Signs by SS					
	Gather Quotes for normal RFP - Signs		Order Signs/ Signs Arrive					

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	BAG PROJECT	SIGN PROJECT	CD/DVD PROJECT	TTL PROJECT
<b>METRO FUNDING</b>	<b>\$ 16,475.00</b>	<b>\$ 15,600.00</b>	<b>\$ -</b>	<b>\$ 32,075.00</b>
Projected Costs	\$ 31,200.00	\$ 15,600.00		\$ 46,800.00
Metro Grant	\$ 15,600.00	\$ 15,600.00		\$ 31,200.00
Beaverton Matching Funds	\$ 15,600.00	\$ -		\$ 15,600.00

Cash from budget       \$       8,000.00   \$       4,000.00

\$ 12,000.00

**\$ (19,200.00) Non-Salary/Non-Grant Funding Dollars Needed**

\$ 5,000.00 From Professional Services

\$ 5,000.00 From MF Education & Misc (Budgeted)

\$ 5,000.00 From Repro Transfer Funds/Printing

\$ 2,000.00 Postage & Misc

PM	\$	31.75	\$	52.93
RC	\$	23.09	\$	38.50
SS	\$	15.81	\$	26.36
			\$	37.97

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Budget Item Description	Timeline		City Match Funded Expenses		Expense Category	Number of Pieces or Hours	Cost per Piece or Hour
Metro No: Multifamily Tote Bags	August	M&S	\$ 23,275.00	\$ 11,637.50	Supplies	9,500	\$2.45
Metro No: Distribution Materials/Services	October	M&S	\$ 5,330.00	\$ 2,665.00	Supplies	9,500	\$0.41
City Funding MATCH AMOUNT:			\$ 28,605.00				

36,094

Project Planning & Baseline Measurement	August	Staff Time	\$ 2,400.00	\$ 1,200.00	Personnel	60	\$40
Develop and Print Educational Materials	August	M&S	\$ 4,750.00	\$ 2,375.00	Supplies	9,500	\$0.50
	August	Staff Time	\$ 2,000.00	\$ 1,000.00	Personnel	40	\$50
"Pre-distribution" Notification of Property Managers	September	M&S	\$ 750.00	\$ 375.00	Supplies	250	\$3.00
Public Information/Media Campaign	September	Staff Time	\$ 1,600.00	\$ 800.00	Personnel	40	\$40
Distribution of Bags (Stuffing, delivering, supplies, etc.)	October	Staff Time	\$ 6,400.00	\$ 3,200.00	Personnel	160	\$40
Project Monitoring	November-July	Staff Time	\$ 4,800.00	\$ 2,400.00	Personnel	120	\$40
End of Project Measurement	August	Staff Time	\$ 2,000.00	\$ 1,000.00	Personnel	50	\$40
End of Project Surveys	August	Staff Time	\$ 2,400.00	\$ 1,200.00	Personnel	60	\$40.00
	August	M&S	\$ 2,500.00	\$ 1,250.00	Supplies		
End of Project Final Report	August	Staff Time	\$ 1,600.00	\$ 800.00	Personnel	40	\$40
TOTAL COSTS			\$ 31,200.00	\$ 15,600.00			

Staff Time	\$ 23,200.00	\$ 11,600.00	510	Hours
Materials/Services	\$ 8,000.00	\$ 6,665.00		

Budget Item Description	Timeline	City Match Funded Expenses	Expense Category	Number of Pieces or Hours	Cost per Piece or Hour
Planning and Design	Staff Time	\$ 1,600.00	Personnel	40	\$40
Purchase Signs	M&S	\$ 4,000.00	Materials	500	\$8
Delivery/Installation	Staff Time	\$ 8,400.00	Personnel	210	\$40.00
Report/Measurement	Staff Time	\$ 1,600.00		40	\$40.00
TOTAL COSTS		\$ 15,600.00			
	Staff Time	\$ 11,600.00		290	Hours
	Materials & Services	\$ 4,000.00			
METRO FUNDING		\$ 15,600.00			
CITY FUNDING		\$			

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Budget Item Description	TOTAL EXPENSE	Expense Category	Number of Pieces or Hours	Cost per Piece or Hour	METRO GRANT AWARD	
					CITY FUND	METRO FUND
BAG PROJECT (Metro: \$16,475)						
Multifamily Tote Bags	\$ 25,175.00	Supplies	9,500	\$2.65	\$ 25,175.00	
Distribution Materials/Services	\$ 3,800.00	Supplies	9,500	\$0.40	\$ 3,800.00	
Project Planning & Baseline Measurement	\$ 1,600.00	Personnel	40	\$40	\$ 1,600.00	
Develop and Print Educational Materials	\$ 4,750.00	Supplies	9,500	\$0.50		\$ 4,750.00
	\$ 1,600.00	Personnel	40	\$40	\$ 2,000.00	
"Pre-distribution" Notification of Property Managers	\$ 120.00	Supplies	40	\$3.00		\$ 120.00
Public Information/Media Campaign	\$ 400.00	Personnel	10	\$40	\$ 400.00	
Distribution of Bags (Stuffing, delivering, supplies, etc.)	\$ 6,400.00	Personnel	160	\$40	\$ 5,295.00	\$ 1,105.00
Project Monitoring	\$ 3,200.00	Personnel	80	\$40		\$ 3,200.00
End of Project Measurement	\$ 1,600.00	Personnel	40	\$40		\$ 1,600.00
End of Project Surveys	\$ 1,600.00	Personnel	40	\$40.00		\$ 1,600.00
	\$ 2,500.00	Supplies				\$ 2,500.00
End of Project Final Report	\$ 1,600.00	Personnel	40	\$40		\$ 1,600.00
SIGN PROJECT (Metro: \$15,600)						
Planning and Design	\$ 1,600.00	Personnel	40	\$40		\$ 1,600.00
Purchase Signs	\$ 4,000.00	Materials	500	\$8		\$ 4,000.00
Delivery/Installation	\$ 8,400.00	Personnel	210	\$40.00		\$ 8,400.00
Report/Measurement	\$ 1,600.00	Personnel	40	\$40.00		\$ 1,600.00
					\$ 38,270.00	\$ 32,075.00
Staff Time	\$ 29,800.00				\$ 9,295.00	\$ 20,705.00
Materials/Services (Allowed)	\$ 11,370.00				\$ -	\$ 11,370.00
Materials & Services (Not Allowed)	\$ 28,975.00				\$ 28,975.00	\$ -
Materials & Services (TOTAL)	\$ 40,345.00				\$ 28,975.00	\$ 11,370.00
TOTAL PROJECT COST	\$ 69,945.00				\$ 38,270.00	\$ 32,075.00

**ATTACHMENT C**

**FY 2004-05**

**Targeted Competitive Waste Reduction Assistance Grant Program**

**I. Overview**

The Targeted Competitive Waste Reduction Assistance Grant program is designed to supplement the program funding available through the Annual Partnership Plan for Waste Reduction. These grants are intended to assist local jurisdictions and their partners in targeting the RSWMP waste reduction practices that are not addressed in other program plans, for which other sources of funding are not available, and to support creative methods for addressing solid waste issues. There is \$160,000 available for this program in fiscal year 2004-05.

Applicants are required to provide a 50% match to funds requested (\$0.50 for every dollar requested). This match may be dollars, in-kind services or a combination of both and may be provided by some or all partners. Metro reserves the right to determine the suitability and value of the proposed match.

**II. Partnerships**

Local governments are encouraged to partner with other agencies such as school districts, not-for-profit agencies, chambers of commerce and businesses to apply for grant funds. Preference will be given to partnership projects.

**III. Area of Focus**

Each year, Metro will specify focus area or target for this competitive grant program. Applicants will have the choice to either:

- 1) Submit a proposal in the focus area, **OR**
- 2) Propose a project outside the focus area(s) and demonstrate that there is a true need for this approach that is not being addressed through the Partnership Plan for Waste Reduction programs or other means. Alternative programs must also demonstrate that they contribute to meeting RSWMP goals.

**The areas of focus for 2004-05 are waste reduction and recycling efforts that address the multifamily sector.**

**IV. Criteria**

Local jurisdictions interested in this program must submit a complete application for funds using the form provided. Applications must include:

- A clear identification of area of focus (or identification as an alternative project).
- A clear project purpose and goal statement.
- The specific RSWMP practices the grant will support.
- The specific targeted generators or waste streams.
- A clear demonstration of problem and need.
- Concise and meaningful measurement tools and methods.
- A clear description of intended results.
- A demonstration of regional benefit and transferability to other jurisdictions.
- The provision of an appropriate match. Applicants are required to provide a 50% match to funds requested. This match may be dollars, in-kind services or a combination of both.

**V. Evaluation and Award**

Using the criteria listed above, applications are evaluated by a committee of Metro staff and industry experts. Greater weight will be given to proposals that begin to move up the hierarchy from recycling to waste reduction and ultimately waste prevention as well as those projects that involve partnerships with other agencies or organizations. Incomplete applications will not be considered

**VI. Reporting**

A short interim report is due to Metro within 90 days of agreement execution and a final report is due 30 days from the completion of the project. Final reports must demonstrate how the project has met the stated criteria and the impacts the project has had to the prevention, recycling and recovery of waste in the region. Final Report form is attached. Reports should be provided electronically to the extent possible, or one written copy, double-sided, on recycled content paper containing a minimum of 30% post-consumer fiber may be submitted.

**VII. Deadline**

The completed application form is due to Metro c/o Jennifer Erickson, REM Department, 600 NE Grand Avenue, Portland 97232, or [ericksonj@metro.dst.or.us](mailto:ericksonj@metro.dst.or.us) no later than **5:00 p.m. on Thursday, July 1, 2004**. Metro reserves the right to allocate all, some or none of the available funds, based on the quality of the proposals submitted.

**APPLICATION FORM  
TARGETED COMPETITIVE WASTE REDUCTION ASSISTANCE GRANTS  
2004-05**

Local Government: \_\_\_\_\_ Contact Person: \_\_\_\_\_

Amount Requested: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Organizations formally involved:

\_\_\_\_\_

\_\_\_\_\_

Please provide the following information:

- I. Briefly describe how your project addresses the area of focus (or alternative).
- II. Provide a detailed description of proposed program including purpose and goals of the project.
- III. Identify the specific RSWMP practice(s) the grant will help to support and illustrate the relationship of the project to the goals and objectives in the Regional Solid Waste Management Plan.\*
- IV. Identify the targeted waste stream(s) this project will address.
- V. Identify the problem or need that is being addressed by this project.
- VI. Describe the measurement and accountability tools and methods that will be used to gauge progress and success.
- VII. Describe the program's intended results and expected impacts.
- VIII. Describe how this program will benefit the region and its transferability to other jurisdictions.
- IX. Describe how the local government and partners will provide the required 50% match.
- X. Describe how this proposed program will advance the recycling hierarchy from recycling to waste reduction and ultimately waste prevention (if applicable).

\*Please refer to Chapter 5 of the RSWMP for detailed descriptions of the RSWMP overall and individual goals. Performance standards for recommended practices are based on the following criteria: participation levels; amounts of waste prevented, recycled, recovered or disposed; consistency with the waste reduction hierarchy and the source-separation priority; economic and technical feasibility; and impact on other waste reduction activities (RSWMP p.7-3).

# Final Report Form: Targeted Competitive Waste Reduction Grant Program

FY 2004-05 Grant Cycle

## Grant Program Results Table

Please complete the following table to provide data and information on the intent and actual results of the grant-funded programs for 2004-05. Complete a separate table for each program or project implemented.

JURISDICTION (and partners):				
<u>Program/Project Description:</u>				
Project Goal	<u>Project Objectives</u>	Activities Implemented	Measurement Method	Results

How has the program/project met the following stated criteria?

- Specific RSWMP practices supported:
- Specific targeted generators and waste streams:
- Regional benefit and transferability to other jurisdictions:

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## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** Bid Award – Traffic Signal Installation  
at Farmington Road and Erickson  
Avenue Project No. 5045

**FOR AGENDA OF:** 9/20/04 **BILL NO:** 04198

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Engineering 

**DATE SUBMITTED:** 9/15/04

**CLEARANCES:**

Purchasing   
Finance   
City Attorney   
Transportation 

**PROCEEDING:** Consent Agenda  
(Contract Review Board)

**EXHIBITS:** 1. Bid Summary

### BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$180,527.25*	BUDGETED \$750,320*	REQUIRED \$0

\* Fund 310-75-3223-682 (\$750,320) Traffic Enhancement Projects

### HISTORICAL PERSPECTIVE:

This bid award is for the installation of a traffic signal at the intersection of Farmington Road and Erickson Avenue and the modification of an existing traffic signal at the intersection of Beaverton-Hillsdale Highway and Griffith Drive.

In Agenda Bill 02-293, approved on October 14, 2002, the City Council approved an allocation of \$600,000 of Traffic Enhancement funds for the construction of traffic signals in three locations (to be determined). In Traffic Commission Issue No. TC 539, the Traffic Commission recommended installation of a traffic signal at the intersection of Farmington Road and Erickson Avenue. City Council approved the recommendation in Agenda Bill 04-008 (1/12/04).

At the June 5, 2003 meeting, the Traffic Commission recommended that \$60,000 of Traffic Enhancement funds be allocated for the traffic signal modification at Beaverton-Hillsdale Highway and Griffith Drive. City Council approved the recommendation in Agenda Bill 03-163 (7/14/03). The modification will add left-turn arrows for the Griffith Drive/Fred Meyer driveway approaches. The work includes installing new poles to support the added signal heads.

### INFORMATION FOR CONSIDERATION:

The invitation for bid was advertised in the *Daily Journal of Commerce* on August 20, 2004. A non-mandatory pre-bid meeting was held on August 31, 2004. One contractor attended the meeting. Two (2) bids were received and opened on September 14, 2004 at 2:00 p.m. in the Finance Department Conference Room (Exhibit 1). EC Company of Albany, Oregon submitted the lowest responsive bid in the amount of \$180,527.25. The EC Company bid amount is \$29,472.75 or 7% lower than the engineer's estimate. The bid amount for the traffic signal work is within the budgeted amount.

EC Company has successfully completed traffic signal installations in Beaverton in previous years and is qualified to perform the work.

This project has two separate substantial completion dates: November 23, 2004 is the substantial completion date for the traffic signal modification at Beaverton-Hillsdale Highway and Griffith Drive. February 3, 2005 is the substantial completion date for the installation of the traffic signal at the intersection of Farmington Road and Erickson Avenue.

**RECOMMENDED ACTION:**

Council, acting as the Contract Review Board, award the contract to EC Company in the amount of \$180,527.25 as the lowest responsive bid received for the Traffic Signal Installation at Farmington Road and Erickson Avenue Project.

BID SUMMARY

CITY OF BEAVERTON

TO: Mayor & City Council

FROM: Purchasing Division

SUBJECT: Bid Opening

Bids were opened on SEPTEMBER 14TH at 2:00PM in the FINANCE CONFERENCE ROOM

For: TRAFFIC SIGNAL INSTALLATION @ FARMINGTON RD & ERICKSON AV PROJECT, FY 2004-05

Witnessed by: Pam Maki

VENDOR NAME AND CITY, STATE	BID AMOUNT
EC COMPANY ALBANY, OR	\$180,527.25
TICE ELECTRIC PORTLAND, OR	\$186,975.00

The Purchasing process has been confirmed.

The above amounts have been checked: YES NO

Signed: \_\_\_\_\_

*Vaughn L. Harrell*  
Purchasing Division-Finance Dept.

Date: \_\_\_\_\_

*9/14/04*

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon


**SUBJECT:** APP 2004-0002 Appeal of SW Hills Baptist  
Church Private School (CU2004-0002)

**FOR AGENDA OF:** 09-20-04 **BILL NO:** 04199

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** CDD 

**DATE SUBMITTED:** 09-9-04

**CLEARANCES:** Devel Serv 

City Attorney 

**PROCEEDING:** Public Hearing

**EXHIBITS:** Vicinity Map  
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### **BUDGET IMPACT**

EXPENDITURE REQUIRED \$	AMOUNT BUDGETED \$	APPROPRIATION REQUIRED \$
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### **HISTORICAL PERSPECTIVE:**

SW Hills Baptist Church applied for a Conditional Use Permit application to use the existing church site as a private school Monday, Wednesday, and Friday and a home school program Tuesday and Thursday. On April 21, 2004 and July 21, 2004, the Planning Commission conducted a public hearing on the application and found the application met the relevant criteria for a Conditional Use and therefore approved CU2004-0002. On August 11, 2004, the Commission adopted Order No. 1725 memorializing the decision with supplemental findings. On August 23, 2004, the applicant, SW Hills Baptist Church, submitted Notice of Appeal of the Planning Commission's decision. On August 30, 2004, the Community Development Director issued his decision that the Notice of Appeal met the requirements of Development Code Section 50.70.2.

The development site is located at 9100 SW 135<sup>th</sup> Avenue, which is at the southeast corner of SW 135<sup>th</sup> Avenue and SW Brockman Road and can be specifically identified as Tax Lot 1801 on Washington County Assessor's Map 1S1-28DB. The property totals approximately five (5) acres in size and is zoned R-7 Urban Standard Density, a zone in which churches and private schools are both subject to Conditional Use (CU) approval.

### **INFORMATION FOR CONSIDERATION:**

This appeal hearing will consider the application *de novo* pursuant to Section 50.70.4 of the Development Code. The appellant alleges the Planning Commission erred in its decision to approve CU2004-0002 with Condition #5 which prohibits outdoor activity on the subject site. The statements of alleged error are found in the appellant's letter dated August 23, 2004. Staff will provide responses to the applicant's appeal in a Memorandum to the Council. The Commission's Land Use Order on this matter, No. 1725, the Staff Report, Memoranda, minutes, and all exhibits presented to the Commission, including letters and materials presented prior to and at the hearings, are attached for the Council's consideration. The 120-day period for a final decision by the City on this application runs until October 1, 2004.

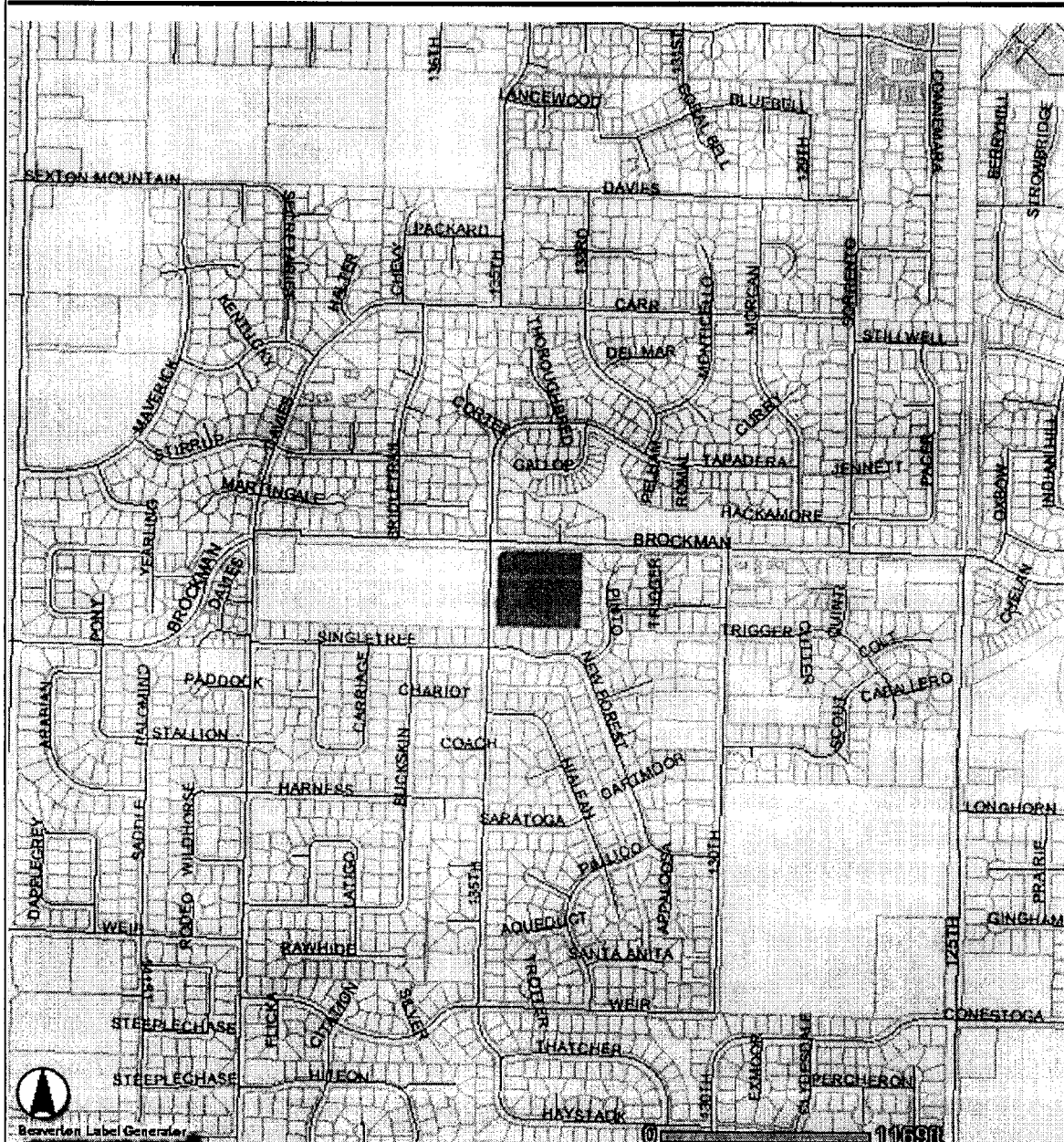
**Agenda Bill No:** 04199

**RECOMMENDED ACTION:**

Conduct a public hearing and consider the appellant's appeal (APP2004-0002). If the Council determines that the applicant has adequately clarified the issue of outdoor activities on the subject site, then modify Condition #5 of the Commission's Order No. 1725 as recommended in Staff's memorandum dated September 9, 2004. Further, it is recommended the Council direct staff to prepare findings and a final order that embodies the Council's decision.

SS:sk

## VICINITY MAP



**Project: SW HILLS BAPTIST CHURCH  
PRIVATE SCHOOL**

Date: 01/20/04

**N**

**Department: COMMUNITY DEVELOPMENT DEPARTMENT**  
**Division: Development Services Division**

Map Number

1S128DB01801

Application #

CU2004-0002

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## MEMORANDUM

*"make it happen"*

### City of Beaverton

#### Community Development Department

**To:** Beaverton City Council  
**From:** Sambo Kirkman, Associate Planner *AK*  
**Date:** September 9, 2004  
**Subject:** *Staff's Response to SW Hills Baptist Church Private School Use Appeal*

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#### ***Background:***

The SW Hills Baptist Church Private School Use application (CU2004-0002) came before the Planning Commission (Commission) on April 21, 2004 and July 21, 2004, on a request to run a private school three (3) days a week and a home school cooperative two (2) days a week between the hours of 8 am and 4 pm at the existing church facility.

The Commission heard presented evidence and testimony at the April 21 2004 hearing and expressed their concern with the issues of traffic, noise and compatibility with the surrounding neighborhood. The applicant requested a continuance and provided additional information to the Commission which the Commission considered at the July 21, 2004 hearing. Although the Commission approved the conditional use, the Commission's approval included a restriction on outdoor activities on the premises of the subject site. On August 11, 2004 the Commission's Vice-Chair signed the land use order (Order No. 1725) memorializing the Commission's action.

On August 23, 2003, the City received a timely and valid Notice of Appeal of CU2004-0002 from the applicant's representative, Dave Cole. The state mandated 120-day deadline for a final written decision, including appeal, on CU2004-0002 is October 1, 2004.

#### ***Response to Notice of Appeal:***

Attached are sections of the appellant's statement of appeal dated August 23, 2004 prepared by the appellants' attorney Herb Grey. The appellant is Dave Cole a representative of the SW Hills Baptist Church. The SW Hills Baptist Church is the applicant. Mr. Grey's letter identifies the issues of the appeal. Below, staff has prepared a response to the statements of appeal following the order as identified in

Mr. Grey's letter. The complete written statements of the appellants are contained in the letter dated August 23, 2004, found in Exhibit F of the Agenda Bill Packet.

Appellant's Statement #1 of Appeal:

1. **"Condition #5 of the Order was contrary to the condition publicly approved by the Planning Commission at the public meeting on or about July 20, 2004..."**

Staff Response:

The appellant states that the condition identified in Land Use Order 1725 is contrary to the condition publicly approved by the Planning Commission and was a result of later private communications. Condition #5 was a condition in the original Staff Report dated April 14, 2004 and read as follows:

Prior to construction of a play area within the subject site, the applicant shall obtain Design Review Two approval. There shall be no outdoor activity on the subject site associated with the school use, except that which is approved by the City.

The Commission raised a concern with staff's original condition, at the April 21, 2004 hearing, in that the condition deferred the approval of outdoor activities on the subject site to a later time. As the issue of noise and general compatibility of the use to the surrounding neighbors were affected by outdoor activities, the Commission wanted the issues of outdoor activities addressed with the Conditional Use application. As part of the continuance request, the applicant provided the Commission with additional information on the issue of outdoor activity. The Commission, in review of the materials provided and in the oral testimony given at the July 21, 2004 hearing, revised the condition in the following manner:

~~Prior to construction of a play area within the subject site, the applicant shall obtain Design Review Two approval.~~ There shall be no outdoor activity on the subject site associated with the school use, except that which is approved by the City.

The Commission motioned, seconded, and approved unanimously the proposed Conditional Use application with the revised condition. The Commission then proceeded with the other items on the July 21, 2004 meeting agenda.

After discussions with the applicant at the July 24, 2004 meeting on the interpretation of the revised condition, staff requested the Commission to clarify the intent of the Commission's decision to revise Condition #5. Staff's request came later in the meeting after the applicant had left Council Chambers. At that time, Commissioner Johansen, the motion maker, requested that the motion to approve CU2004-0002 be reconsidered for the purpose of providing clarification of the

motion to approve specifically the revision of Condition #5. Resolution No. 3759, the Planning Commission's bylaws, under Article IV, Section 9.F state the following: *A motion to reconsider can be made only at the same meeting the vote to be reconsidered was taken. Further, a motion to reconsider may only be made by a member who voted on the prevailing side of the issue.*

While Resolution 3759 clearly allows the Commission to reconsider their motion to approve CU2004-0002, the public testimony portion of the hearing was not reopened, which meant that potential comments or objections by the applicant would not be heard. The Commission's reconsideration of the motion was not a private conversation and is on record in the meeting minutes of July 21, 2004. From the reconsideration of the motion to approve CU2004-0002, Condition #5 was revised again and memorialized in the Commission's Land Use Order No. 1725 to read as follows:

~~Prior to construction of a play area within the subject site, the applicant shall obtain Design Review Two approval. There shall be no outdoor activity on the subject site associated with the school use, except that which is approved by the City.~~

Staff suggested that the phrase "except that which is approved by the City" could be interpreted to mean that another land use application or another decision body could make modifications on the revised condition. Because there are no applications that accommodate the review of this condition by another decision making body, pursuant to Section 50.95.6 of the Development Code, modification of this condition requires the same body to review the modification. Since any future request would mean going back to the Commission, the condition was changed appropriately by the Commission so that it would not be assumed there would be another avenue of review. Therefore, staff believe the strike out of the last portion of the sentence was not contrary to the original decision.

Appellant's Statement #2 of Appeal:

2. **"Condition #5 of the Order is an unreasonable and unnecessary condition of the proposed conditional use in one or more of the following particulars:"**

Staff Response:

The appellant-applicant has provided three points to this statement. The first point states that Condition #5 ignores the July 1, 2004 written report (the applicant's noise study), and the July 20, 2004 [sic] oral testimony of the applicant's noise engineer. The findings in the Commission's Land Use Order stated:

*While the applicant's noise study found minimal adverse impacts to the surrounding area, the Commission found that the information provided did not adequately clarify the potential uses on the subject site.*

The applicant's submittal included a narrative stating the use of the adjoining public park for outdoor use, a letter from Tualatin Hills Park and Recreation confirming the allowed use of the public park, a schedule list of outdoor activity on the subject site, and an exhibit showing the location of potential areas for outdoor activities on the subject site. Oral testimony was provided by the applicant's representative stating that there would be no organized sports or recess on the subject site. However, testimony from Dave Cole during public comments and not during the applicant's presentation, included testimony on the potential areas for outdoor activity. The neighbors adjoining the property raised concern with existing noise issues at the church due to outside activities. The neighbors expressed their concern that the increased use on the subject site by a private school with up to 200 students would exacerbate the existing noise issues. Because of the conflicting testimony in the applicant's presentation and the testimony of the neighbors about existing outdoor activity and the related noise, the Commission decided to restrict outdoor activities on the subject site.

While staff stands by the findings of the Commission, the Council could request clarification on the extent and location of the proposed outdoor activity on the subject site. If the Council determines that adequate clarification has been provided, Condition #5 could be modified to allow the appellant some use on the site while limiting unforeseen impacts to abutting properties. The outdoor activity could be restricted to school hours which are identified in Exhibit K.5 of the Agenda Bill packet. Condition #5 could be revised to read as follows:

Staff's Proposed Revision to Condition No. 5

*There shall be no outdoor activity on the subject site during the hours of 4 pm and 8 am.*

The appellant's second point is that the condition did not take into account noise mitigation measures proposed such as Condition #4 regarding additional landscaping and Condition #8 requiring construction of a noise dampening wall or fence. Condition #4 addressed the issue of additional screening of the subject site for one of the abutting property owners to the south. The noise study, along with the oral testimony of the applicant's sound engineer indicated there was no added value in the noise mitigation from the arborvitae that had been installed. The Commission's findings for Condition #8 acknowledge the impact mitigated by Condition #8 is the noise associated with the arrival and departure of students on the subject site and not further outdoor activity.

The appellant's third point is that the condition disregards the appellant's willingness to build a noise dampening wall or fence on the southern and eastern portion of the subject site. Condition #8 of the Commission Land Use Order conditioned the construction of the noise dampening wall. The applicant's willingness to build the wall was not clarified to the Commission as the wall was not proposed by the applicant, but conditioned by the Commission with some reservation shown by the applicant during oral testimony. However, if the appellant is willing to construct this noise dampening wall staff suggest this may provide adequate mitigation in order for the Council to consider revision of Condition #5 as identified above.

Appellant's Statement # 3 of Appeal:

**3. "Condition #5 of the Order is based on erroneous findings in one or more of the following particulars:"**

Staff Response:

The appellant has provided three points to this argument. The appellant's first point is that Finding #3 improperly found that "the information provided did not adequately clarify the potential uses on the subject site." As stated in Staff's response to the Statement #2 of the appellant, the Commission weighed the information provided by the appellant in their narratives and in their oral testimony and found that a clear understanding of the applicant's outdoor activity had not been provided. While narratives addressed the use of the public park for outdoor play, the applicant's submittal package also provided list of outdoor activities and play areas on the subject site. The oral testimony of the applicant's representative included testimony that no physical education programs would be on the site and that the public park would be used, while other testimony provided stated there would be outdoor activity on the site. Without clarity on this matter and with the noise concern identified by the abutting property owners, the Commission conditioned the restriction on outdoor activity. To ensure that noise associated with the school are limited to the school and specifically school hour uses, staff has recommended a modification to Condition #5 and would recommend the other conditions which provide mitigation (i.e. noise wall and restriction on the use of loudspeakers) to offset any potential noise issue from the subject site.

The appellant's second point is that Condition #5 disregarded staff's recommended condition for limitation of loudspeakers as adequate mitigation. The Commission's findings included the Condition specifically addressing the noise associated with the loudspeakers if used during the start of school. However, if the Council revises Condition #5, staff would recommend that the condition prohibiting the use of loudspeakers remain to eliminate excessive noise from the subject site.

The appellant's third point is that Finding #4 disregarded written and oral evidence that the sound generators would be at least 200 feet from the nearest sound receptors and were less than the ambient noise levels in the immediate vicinity of the site. As the sound generators are the children on the subject site, their location may be generally located within the areas identified by the applicant, however, they would not be limited to these areas as noted by the Noise Study which included readings of children playing at the boundaries of the subject site near the noise measuring instruments.

Appellant's Statement of Appeal:

4. **"Condition #5 of the Order and Findings # 3 and #4 upon which it is based, violate the provisions of the Religious Land Use and Institutionalized Persons Act of 2000, ("RLUIPA)..."**

Staff Response:

Attached to this memorandum is another memorandum from Alan Rappleyea, City Attorney for the City of Beaverton, dated September 1, 2004 which addresses the appellant's statement of appeal identified above.

***Conclusion:***

Staff stand by the findings of Land Use Order No. 1725. However, if the appellant's testimony at the appeal hearing provides the Council with clarity on the proposed outdoor activity on the subject site, staff would recommend that Condition 5 of the Land Use Order be revised as described in this memorandum and that all other conditions remain.



City of Beaverton  
Attorney's Office

## MEMORANDUM

**TO:** Sambo Kirkman, Associate Planner  
**FROM:** Alan A. Rappleyea, City Attorney *AR*  
**DATE:** September 1, 2004  
**RE:** SW Hills Baptist Church City Council Appeal

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The Planning Commission applied two conditions to the approval for the appellant's school requiring that the children cannot play outside of the school on the school grounds and requiring a sound fence. The appellant makes a very brief argument that these conditions violate The Religious Land Use and Institutionalized Persons Act because similar conditions have not been applied to other schools in the area

The Religious Land Use and Institutionalized Persons Act (RLUIPA) 42 USC section 2000cc provides:

"(a) Substantial burdens

"(1) General rule

"No government shall impose or implement a land use regulation in a manner that imposes a substantial burden on the religious exercise of a person, including a religious assembly or institution, unless the government demonstrates that imposition of the burden on that person, assembly, or institution--

"(A) is in furtherance of a compelling governmental interest; and

"(B) is the least restrictive means of furthering that compelling governmental interest.

"(2) Scope of application

"This subsection applies in any case in which--

"(A) the substantial burden is imposed in a program or activity that receives Federal financial assistance, even if the burden results from a rule of general applicability;

"(B) the substantial burden affects, or removal of that substantial burden would affect, commerce with foreign nations, among the several States, or with Indian tribes, even if the burden results from a rule of general applicability; or

"(C) the substantial burden is imposed in the implementation of a land use regulation or system of land use regulations, under which a government makes, or has in place formal or informal procedures or practices that permit the government to make, individualized assessments of the proposed uses for the property involved.

"(b) Discrimination and exclusion

"(1) Equal terms

"No government shall impose or implement a land use regulation in a manner that

treats a religious assembly or institution on less than equal terms with a nonreligious assembly or institution.

"(2) Nondiscrimination

"No government shall impose or implement a land use regulation that discriminates against any assembly or institution on the basis of religion or religious denomination.

"(3) Exclusions and limits

"No government shall impose or implement a land use regulation that--

"(A) totally excludes religious assemblies from a jurisdiction; or

"(B) unreasonably limits religious assemblies, institutions, or structures within a jurisdiction."

Also as pertinent here, 42 USC section 2000cc-2 provides, in part:

"(b) Burden of persuasion

"If a plaintiff produces prima facie evidence to support a claim alleging a violation of the Free Exercise Clause or a violation of section 2000cc of this title, the government shall bear the burden of persuasion on any element of the claim, except that the plaintiff shall bear the burden of persuasion on whether the law (including a regulation) or government practice that is challenged by the claim substantially burdens the plaintiff's exercise of religion."

Next, 42 USC section 2000cc-3 provides, in part:

"(e) Governmental discretion in alleviating burdens on religious exercise

"A government may avoid the preemptive force of any provision of this chapter by changing the policy or practice that results in a substantial burden on religious exercise, by retaining the policy or practice and exempting the substantially burdened religious exercise, by providing exemptions from the policy or practice for applications that substantially burden religious exercise, or by any other means that eliminates the substantial burden.

"\* \* \* \* \*

"(g) Broad construction

"This chapter shall be construed in favor of a broad protection of religious exercise, to the maximum extent permitted by the terms of this chapter and the Constitution."

42 USC section 2000cc-4 provides:

"Nothing in this chapter shall be construed to affect, interpret, or in any way address that portion of the First Amendment to the Constitution prohibiting laws respecting an establishment of religion (referred to in this section as the 'Establishment Clause'). Granting government funding, benefits, or exemptions, to the extent permissible under the Establishment Clause, shall not constitute a violation of this Act. In this section, the term 'granting,' used with respect to government funding, benefits, or exemptions, does not include the denial of government funding, benefits, or exemptions."

Finally, 42 USC section 2000cc-5 sets out definitions for the purpose of RLUIPA; it provides, in part:

"(7) Religious exercise

"(A) In general

"The term 'religious exercise' includes any exercise of religion, whether or not compelled by, or central to, a system of religious belief.

"(B) Rule

"The use, building, or conversion of real property for the purpose of religious exercise shall be considered to be religious exercise of the person or entity that uses or intends to use the property for that purpose."

The Oregon Court of Appeals has recently interpreted the above sections in the context of a land use case that should provide some guidance to the City. Although the Court of Appeals issued an opinion in this matter, it has just recently been granted review by the Oregon Supreme Court. It will be some time before we have a definitive answer from the Oregon Supreme Court.

In Corporation of the Presiding Bishop of the Church of the Latter Day Saints v. City of West Linn, \_\_ Or App \_\_ rev. granted (August 10, 2004), the church applied for a new building in a residentially zoned site. After several public hearings, the City Council denied the application because the size of the building was too big for the site and the buffering was not adequate.

The Court examined what was a "religious exercise" as defined by RLUIPA and found that it "is not confined to those practices and beliefs mandated by the particular religion or pertaining to the religion's central precepts." Also, RLUIPA expansively defines "religious exercise" to include use of buildings for religious exercise. The Court determined that the construction of a new church would be a "religious exercise."

Before RLUIPA was enacted, a school associated with a church would not likely have been a "religious exercise." In the case at hand, because of RLUIPA's broad definition, the school would likely be considered a "religious exercise." See also San Jose Christian College v. City of Morgan Hill \_\_ F3d \_\_ (9<sup>th</sup> Cir 2004).

Next the Court examined what is meant by a "substantial burden." The standard in RLUIPA is that "land use regulations shall not be imposed or implemented in a way that imposes a substantial burden on an entity unless the government demonstrates that the imposition of the burden is the least restrictive means of furthering a compelling governmental interest." The Court found that the denial of the church did not impose a substantial burden because if the applicant applied for a smaller church or a different design or if they could use more property from the parent parcel, there was no reason to believe the church would have been denied. The Court found that the churches preference for a particular design and its inability to modify that design to meet the City's requirements was the reason for the denial. Thus, there was no substantial burden.

In our case, there was not a denial of the school but merely the imposition of conditions on the school. Thus, if the Oregon courts have found that a complete denial of a church is not a "substantial burden" they are unlikely to find that the approval with conditions of a school connected to a church is a "substantial burden."

Next, we have to examine the provision of RLUIPA that requires that local governments not apply land use restrictions "on less than equal terms with a nonreligious assembly or institution." There is no evidence in the record that the restrictions imposed here have anything to do with religion. Any school, whether secular, public or religious would likely have received the same testimony and received the same conditions. It is clear that the neighbors were concerned with the noise from children playing and that noise would be the same whether the children were at this school, a private school, or a public school.

Since the year 2000 there have been two Christian schools and no public schools that have been approved. The two Christian schools were approved without the restrictions that were imposed in this case. If there were evidence of discrimination against Christian schools, its should be reflected in similar restrictions being placed on the other two schools. As these other schools were not restricted it is difficult to argue that the City has a pattern of applying its rules "on less than equal terms with a nonreligious assembly." Rather, the restrictions here reflect that this school is uniquely situated with a playground with play equipment directly across the street. Thus, it is likely that the Commission would have imposed these conditions on this site regardless of the affiliation of the school. Furthermore, many other uses besides schools have had sound mitigation imposed upon them.

Finally, it appears that the Commission found that there was a lack of evidence about the noise impacts and that the applicant did not carry its burden of proof on these issues. Instead of denying the application, the Commission imposed these conditions. This leaves open the possibility that the applicant can make a separate application for an outside playground that the Commission could consider. At that point, additional evidence could be provided that demonstrates noise impacts. If the evidence shows that the noise impacts meet the BDC requirements and the conditions are still imposed, perhaps the appellant's claim would be ripe under RLUIPA at that point. As it stands now, appellant likely does not have a valid RLUIPA claim.

RESOLUTION NO. 3759

**A RESOLUTION ADOPTING REVISED BYLAWS AND RULES  
OF PROCEDURE FOR THE ORGANIZATION OF AND  
CONDUCT OF BUSINESS BY THE BEAVERTON PLANNING  
COMMISSION.**

BE IT RESOLVED by the Planning Commission ("Commission") of the City of Beaverton, Oregon:

The following bylaws, rules, and regulations are hereby adopted by the Planning Commission for the transaction of its business effective on July 7, 2004:

**ARTICLE I**

**GENERAL**

**Section 1. EXPLANATION AND INTERPRETATION**

- (A) A seven member City Planning Commission has been established by Ordinance No. 1810, as amended. Ordinance No. 1810 was enacted by the City Council pursuant to the authority of the home rule Charter of the City of Beaverton. The Council has also adopted other ordinances, resolutions, and policy statements relating to the organization, powers, duties, and procedures of the Commission. The Commission is empowered to adopt and amend rules and regulations, to govern the conduct of its business consistent with the Charter and ordinances of the City, and official policies promulgated by the Council.
- (B) It is the intention of the Commission to set forth in this resolution not only rules and regulations governing its organization and procedures, but also certain other provisions relating thereto, now contained in various ordinances, resolutions, and other documents. The intent is to set forth in one document the essential information relating to the Commission's organization and procedures for the benefit of the Commission, applicants, and the general public. However, the omission in this resolution of any provision relating to the Commission in some other documents shall not be construed as an implied repeal of such provision.
- (C) This resolution replaces and repeals Resolution Nos. 82-1, 1751, 2720, and 3253.

## ARTICLE II

### RESPONSIBILITIES OF THE COMMISSION

#### Section 1. RESPONSIBILITIES

The purpose, objectives, and responsibilities of the City Planning Commission shall be:

- (A) Comprehensive Plan The Commission shall carry out duties assigned to it by the Council relating to development, updating, and general maintenance of the Plan.
- (B) Capital Improvement Program The Commission may assist the Council in the formulation of a Capital Improvement Program and, after adoption of said Program, may submit periodic reports and recommendations to the Council relating to the integration and conformance of the Program with the Beaverton Comprehensive Plan.
- (C) Application of Development Regulations Except for those matters which may be delegated to the Director, the Commission shall review and take action on quasi judicial and legislative matters, and other proposals which result from the application of development regulations contained within the Development Code on specific pieces of property and uses of land, buildings, etc. The Development Code shall be followed in holding hearings and taking required action.
- (D) Coordination and Cooperation The Commission shall endeavor to advance cooperative and harmonious relationships with the City's Council, Board of Design Review, Committee for Citizen Involvement, Neighborhood Associations, other Planning Commissions, public and semi-public agencies and officials, and civic and private organizations, with a view to coordinating and integrating public and private planning and developmental and policy conflicts. The Commission may, and is encouraged to, exchange research, information, ideas and experiences, participate in joint meetings, develop programs and undertake such other formal and informal actions to facilitate cooperation and coordination.
- (E) General Welfare Upon its own initiative or direction of the Council, the Commission shall study and propose in general such measures as may be advisable for promotion of the public interest, health, morals, safety, comfort, convenience, and welfare of the City of Beaverton and its environs related to its particular area of responsibility.

- (F) Rules of Procedure The Commission shall adopt and periodically review and amend rules of procedure. Rules of procedure shall govern the conduct of hearings and participation of Commission members on all matters coming before the Commission. These rules shall be consistent with State law and City ordinances relating to the same matters.

## ARTICLE III

### OFFICERS

#### Section 1. OFFICERS

The Officers of the Commission shall be a Chairperson and Vice-chairperson. The Community Development Director ("Director"), appointed by the Mayor under the Charter, shall be the Secretary of the Commission. In the event the Secretary is absent from any meeting, the Secretary may send a designee.

#### Section 2. ELECTION

- (A) The Chairperson and Vice-chairperson shall be elected in December for a term of one calendar year, and shall serve until their successors are elected and qualified. The term shall start with the first meeting in January, following election.
- (B) If the office of the Chairperson or Vice-chairperson becomes vacant, the Commission shall elect a successor from its membership who shall serve the unexpired term of the predecessor.
- (C) Nominations shall be by oral motion. At the close of nominations, the Commission shall vote by voice vote upon the names nominated for the office. If requested by any member, written ballots shall be used for voting purposes.
- (D) Members of the Commission holding office at the time of adoption of this resolution shall continue to hold office for the term for which they were elected and until their successors are elected.

#### Section 3. CHAIRPERSON

- (A) Except as otherwise provided herein, the Chairperson shall have the duties and powers to:
  - 1. Preside over all deliberations and meetings of the Commission;
  - 2. Vote on all questions before the Commission;

3. Call special meetings of the Commission in accordance with these bylaws;
4. Sign all documents memorializing Commission action promptly after approval by the Commission. The power to sign reports and other documents of the Commission may be delegated to the Secretary.

- (B) All decisions of the Chairperson as presiding officer shall be subject to review by a majority of Commission members present upon motion duly made and seconded. Upon a majority vote of the members present, the Commission may overturn a decision of the Chairperson.

#### Section 4. VICE-CHAIRPERSON

During the absence, disability, or disqualification of the Chairperson, the Vice-chairperson shall exercise or perform all the duties and be subject to all the responsibilities of the Chairperson. In the absence of the Chairperson and Vice-chairperson, the remaining members present shall elect an acting Chairperson.

#### Section 5. SECRETARY

- (A) The Secretary shall be the Director or their designee.

The Secretary shall:

1. Maintain an accurate, permanent, and complete record of all proceedings conducted before the Commission;
2. Prepare the agenda and minutes for all Commission meetings;
3. Give all notices required by law;
4. Inform the Commission of correspondence relating to Commission business and conduct all correspondence of the Commission;
5. Attend all meetings and hearings of the Commission or send a designee;
6. Compile all required records and maintain the necessary files, indexes, maps, and plans.

- (B) The Secretary shall maintain records indicating all applications, appeals, hearings, continuances, postponements, date of sending notice, final disposition of matters, and other steps taken or acts performed by the Commission, its officers, and the Secretary.

- (C) The Secretary shall perform such other duties for the Commission as are customary in that role or as may, from time to time, be required by the Commission.

Section 6. CITY ATTORNEY

The City Attorney or an assistant shall be an ex-officio member of the Commission. The City Attorney shall provide legal assistance to the Commission on matters coming before it, prepare documents memorializing Commission action, and may question witnesses testifying before the Commission.

ARTICLE IV

MEETINGS

Section 1. REGULAR MEETINGS

Regular meetings of the Commission shall be held in the Council Chambers, City Hall, 4755 SW Griffith Drive, Beaverton, Oregon, or at such other places as may be determined by the Commission, at 6:30 p.m., or other time as determined by the Commission, on any Wednesday, except an official city holiday or the day before an official holiday. Meeting dates are normally chosen for timely action on applications submitted for the Commission's consideration. At regular meetings, the Commission shall consider all matters properly brought before it without the necessity of prior notice thereof given to any members.

Section 2. ANNUAL MEETING

The annual meeting of the Commission shall be the first regular meeting of the Commission in January of each year. Such meeting shall be devoted to orientation of new members, education, training, and other matters related to the organization and administration of the Commission.

Section 3. SPECIAL MEETINGS

The Chairperson of the Commission upon his or her own motion may, or upon the request of a majority of the members of the Commission shall call upon a special meeting of the Commission. Unless otherwise specified in the call, all special meetings shall be held at the regular meeting place and time of the Commission. Notice of special meetings shall be given personally or by mail to all members of the Commission and the Secretary not less than forty-eight (48) hours in advance thereof. In case of an emergency, a special meeting may be held upon such notice as is appropriate in the circumstances; provided, however, that reasonable effort is made to notify all members of the Commission.

Section 4. OPEN MEETINGS

All meetings of the Commission shall be open to the public, except that the Commission may hold executive sessions, from which the public may be excluded, in

such manner and for such purposes as may be authorized by law. Representatives of the news media shall be allowed to attend executive sessions under such conditions governing the disclosure of information as provided by law.

Section 5. NOTICE OF MEETINGS

- (A) Notices shall conform to applicable provisions of state law and local regulations.
- (B) Notice shall be posted on a bulletin board in the City Hall and the City Library and disseminated to the City Recorder, local news media representatives, and other persons and organizations as provided by law. At the discretion of the Secretary, notice may also be provided to persons and organizations known to have special interest in matters to be considered by the Commission.
- (C) Notice shall be given not less than twenty (20) days) in advance of a meeting; provided, however, that in case of an emergency, a meeting may be held upon such public notice as is appropriate in the circumstances.
- (D) Failure to provide notice as specified in this section, shall not invalidate any decision or proceeding of the Commission

Section 6. AGENDA: ORDER OF BUSINESS

- (A) The order of business at all meetings shall be determined by the agenda which shall be composed generally of the following items:
  - 1. Call to order and roll call;
  - 2. Visitors;
  - 3. Staff Communications;
  - 4. Old business – continuances;
  - 5. New business;
  - 6. Minutes of previous meetings;
  - 7. Approval of orders;
  - 8. Miscellaneous business;
  - 9. Planning Director's report; and
  - 10. Adjournment
- (B) Any item may be taken out of order by direction of the Chairperson.
- (C) Actions of the Commission are not limited to the prepared agenda.

- (D) Public hearings will be stopped at 10:30 p.m. unless there is a motion from the Commission to extend the time of the hearing in progress. In the absence of that motion, pending matters shall automatically be taken up at the following meeting.
- (E) The Commission shall not consider a new item after 9:30 p.m. unless there is a motion by the Commission to extend the time for the agenda item.

#### Section 7. ATTENDANCE

If a member of the Commission is unable to attend a meeting, he or she is expected to notify the Chairperson or Secretary. If, without reasonable cause, any member is absent from 6 meetings within one calendar year or three consecutive meetings, then upon majority vote of the Commission that position shall be declared vacant. The Commission shall forward their action to the Mayor, who shall fill the vacant position.

#### Section 8. QUORUM

At any meeting of the Commission, a quorum shall consist of four (4) members. No action shall be taken in the absence of a quorum except to adjourn the meeting and to continue public hearings to a time and place certain. For the purposes of forming a quorum, members who have disqualified or excused themselves from participation in any matter shall be counted as present.

In the event a quorum will not be present at any meeting, the Secretary shall notify the commissioners in advance of that fact, and all items scheduled before that meeting shall be continued either to the next regularly scheduled meeting, or to such date specified in the Final Agenda for the meeting at which the quorum will not be present. The Secretary shall post notice of the continuance on the door of the Council Chambers notifying the public of the continuance and specifying the date and time when the matter will be before the commission.

#### Section 9. VOTING

- (A) Except as provided by these bylaws, rules of conduct, or state law, each member of the Commission is entitled to vote on all matters, at all meetings of the Commission. The Mayor, the City Attorney, and such other City personnel as the Mayor may, from time to time designate, are entitled to participate in discussion, but do not have the right to vote. Each Commission member is deemed to have notice of all prior Commission deliberations and proceedings.

- (B) Unless otherwise specified herein, the concurrence of a majority of the members of the Commission voting shall be necessary to determine any question before the Commission. Majority is based on the number of votes cast, excluding abstentions, disqualifications, and absences. A tie vote causes the motion to fail.
- (C) When a matter is called for a vote, the Chairperson shall, before a vote is taken, restate the motion and shall announce the decision of the Commission after such vote.
- (D) Voting shall be by voice vote. All votes, whether positive, negative, or abstentions, shall be recorded in the minutes.
- (E) Voting "in absentia" or by proxy is not permitted.
- (F) A motion to reconsider can be made only at the same meeting the vote to be reconsidered was taken. Further, a motion to reconsider may only be made by a member who voted on the prevailing side of the issue.

#### Section 10. CONTINUANCES; REMANDS

- (A) Any item before the Commission may be continued to a subsequent meeting. A motion to continue an item shall specify the date or event upon which continuation is to be based. If a matter which originally required public notice is continued without setting the time and place certain, the public notification must be repeated when time and place are made certain. A list of continued items, showing the date at which an item was continued, or the event upon which continuance is based, shall be recorded and kept by the Secretary and made available to the public.
- (B) Unless otherwise provided by the Council upon remand, any item remanded by the Council for reconsideration by the Commission shall be treated as a new item and proceedings shall be provided for as if the matter were initially before the Commission.
- (C) A member absent during the presentation of any evidence in a hearing may not participate in the deliberations or final determination regarding the matter of the hearing, unless he or she has reviewed the evidence received.

## Section 11. RULES OF PROCEDURE

All rules of order not herein provided for shall be determined in accordance with the latest edition of "Robert's Rules of Order Newly Revised". However, the Commission has an obligation to be as clear and simple in its procedure as possible.

## Section 12 MINUTES

- (A) Secretary or a designee shall be present at each meeting and shall cause the proceedings to be stenographically or electronically recorded. A full transcript is not required, but written minutes giving a true reflection of the matters discussed at a meeting and the view of the participants shall be prepared and maintained by the Secretary. Executive sessions are excluded from published minutes.
- (B) Minutes shall be available to the public, upon request, within a reasonable time after a meeting and shall include the following:
  - 1. Members present;
  - 2. Motions, proposals, measures proposed and their disposition;
  - 3. Results of all votes, including the vote of each member by name is not unanimous; and
  - 4. Substance of any discussion of any matter.

If the minutes are not approved by the Commission, if requested, draft minutes, if available, may be provided.

- (C) The Secretary may charge a reasonable fee for copies of minutes and other materials relating to Commission matters.
- (D) Commissioners are expected to vote for approval of the minutes based on the accuracy of representation of events at the meeting. If there are no corrections, the Chairperson may declare the minutes approved as submitted, without the need for a motion and vote. A vote in favor of adopting minutes does not signify agreement or disagreement with the Commission's actions memorialized in the minutes.
- (E) Any Commissioner not present at a meeting must abstain from voting on approval of the minutes of that meeting.

## Section 13. ORDERS.

- (A) The decision of the Commission shall be by written order signed by the Chairperson or designee. The Chairperson may refer the order to the Commission for approval prior to signing. In the event that there is

not a regularly scheduled meeting, a copy of the order shall be mailed to the Commissioners for their review. The Commissioners shall submit their vote on the order in writing to the Chairperson. If there is a majority vote for approval, the Chairperson may sign the order. If there is not a majority vote for approval, then the order shall return to the next regularly scheduled meeting for consideration. Adoption of the order is expected to be a formality memorializing the Commissions' action and not a further consideration of the matter. Commissioners opposed to the matter are nevertheless expected to vote for the approval of the order if it accurately reflects the previous determination of the Commission.

- (B) Commissioner must abstain from voting on approval of an order prepared as a result of action taken at a meeting at which he or she was not present.

## ARTICLE V

### ADVISORY COMMITTEES

#### Section 1. APPOINTMENT.

The Commission may form advisory committees for the consideration of special assignments.

## ARTICLE VI

### PUBLICATION AND AMENDMENT OF BYLAWS AND RULES OF PROCEDURES

#### Section 1. PUBLICATION AND DISTRIBUTION

A copy of these approved bylaws and rules of procedures shall be:

- (A) Placed on record with the City Recorder and the Secretary of the Commission;
- (B) Available at each Commission meeting;
- (C) Distributed to each member of the Commission; and
- (D) Available to the public for the cost of publication.

#### Section 2. AMENDMENT AND SUSPENSION

- (A) These bylaws, rules, and regulations may be amended by approval of a majority of the members of the entire Commission at a regular or

special meeting, provided notice of the proposed amendment is given at the preceding regular meeting, or at least five (5) days written notice is delivered to, or mailed to the home address of each Commissioner. The notice shall identify the section or sections of this resolution proposed to be amended. The Council shall give final approval to any amendment of the bylaws.

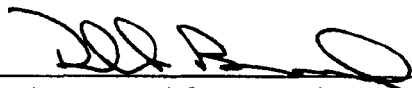
- (B) Notwithstanding subsection A above, any rule of procedure not required by law may be suspended temporarily at any meeting by majority vote of those members present and voting, except the rule on reconsideration.

## ARTICLE VII

### EFFECTIVE DATE

This Resolution shall take effect upon July 7, 2004, after approval by the Council and signature by the Mayor.


Adopted by the Planning Commission of the City of Beaverton, Oregon, with a quorum in attendance at its regular meeting of May 12, 2004, and signed by the Chairperson in authentication of its adoption this 13th day of May, 2004.

  
\_\_\_\_\_  
Chairperson, Planning Commission  
City of Beaverton, Oregon

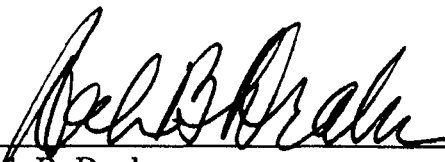
Adopted by the Council this 14th day of June, 2004.

Ayes: 5 Nays: 0

ATTEST:

  
\_\_\_\_\_  
Sue Nelson  
City Recorder

APPROVED:

  
\_\_\_\_\_  
Rob B. Drake  
Mayor

RESOLUTION NO 3759

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## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

August 30, 2004

Dave Cole  
SW Hills Baptist Church  
9100 SW 135<sup>th</sup> Avenue  
Beaverton, OR 97008

**RE: SW Hills Baptist Church Private School Appeal**

Dear Mr. Cole:

The purpose of this letter is to inform you that your letter of appeal of case file number CU2004-0002 (SW Hills Baptist Church Private School Use) has been accepted as meeting the requirements of Section 50.65.2 of the Beaverton Development Code. The appellate decision-making authority is the Beaverton City Council. The appeal hearing will be on September 20, 2004. The City Council meeting will begin at 6:30 p.m. and is held in Council Chambers at Beaverton City Hall.

If you have any questions about the appeal process, please contact Sambo Kirkman of my staff at (503) 350-4083 or by e-mail at [skirkman@ci.beaverton.or.us](mailto:skirkman@ci.beaverton.or.us).

Sincerely,

Joseph M. Grillo, AICP  
Community Development Director

JMG/SK/pal

c: Herbert Grey  
4800 SW Griffith Drive, Suite 320  
Beaverton, OR 97005

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BEFORE THE CITY COUNCIL FOR THE CITY OF BEAVERTON

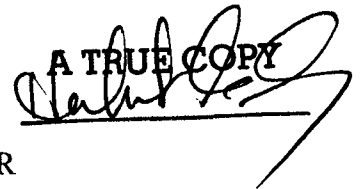
IN THE MATTER OF A REQUEST FOR )  
APPROVAL OF A CONDITIONAL USE )  
TO USE THE EXISTING CHURCH AND )  
CLASSROOM COMPLEX FOR A )  
PRIVATE SCHOOL (SW HILLS BAPTIST )  
CHURCH PRIVATE SCHOOL), DAVE )  
FARQUHAR, SW HILLS BAPTIST )  
CHURCH, APPLICANT. )

Land Use Order No. 1725

CU 2004-0002

NOTICE OF APPEAL  
OF LAND USE ORDER

A TRUE COPY



Appellant-Applicant DAVID R. COLE, authorized representative on behalf of

SOUTHWEST HILLS BAPTIST CHURCH, hereby gives notice of the appeal of the order the  
Planning Commission of the City of Beaverton, Oregon dated August 11, 2004 on the grounds  
and for the reasons:

**1. Condition #5 of the Order was contrary to the condition publicly approved by the  
Planning Commission at the public meeting on or about July 20, 2004,** as documented in the  
audio record and draft minutes of the meeting, and was the result of later private communications  
among commissioners and staff outside the presence of the applicant and the public without  
keeping the record open or otherwise allowing applicant to rebut the changed condition as  
required by ORS 197.763(6). In addition, it contradicts the Planning Commission's own  
direction that staff return to the Commission with findings and conditions of approval for a  
noise-dampening wall or fence of up to 8 feet along the southern and eastern boundaries of the  
site designed to achieve an average decibel reduction of 5 decibels. (**NOTE:** only draft minutes,  
but not final minutes of the meeting, were available as of the date of this notice);

Page 1 – NOTICE OF APPEAL OF LAND USE ORDER

HERBERT G. GREY  
Attorney At Law  
4800 SW Griffith Drive, Suite 320  
Beaverton, OR 97005-8716  
(503) 641-4908

1           **2. Condition #5 of the Order is an unreasonable and unnecessary condition of the**  
2           **proposed conditional use in one or more of the following particulars:**

3                     a) It ignores the July 1, 2004 written report and July 20, 2004 oral testimony of  
4           Kerrie Standlee of DSA Engineers that sound generators (i.e., children at Appellant-  
5           Applicant's school) generated less noise than ambient noise levels in the immediate  
6           vicinity of the site attributable to traffic and overflying aircraft. *See* report from Kerrie  
7           Standlee of DSA Engineers dated July 1, 2004, pp. 4-6 and referenced exhibits;

8                     b) It does not take into account noise mitigation measures proposed, discussed  
9           and approved in principle by staff and the Planning Commission, including but not  
10          limited to: (1) Condition #4 regarding landscaping noise barriers (already installed); and  
11          (2) Condition #8 of the Order, and Finding #4 upon which it is based, requiring  
12          construction of a noise-dampening wall or fence of up to 8 feet along the southern and  
13          eastern boundaries of the site. *See* report from Kerrie Standlee of DSA Engineers dated  
14          July 1, 2004, Exs. C and D; and

15                    c) It disregards Appellant-Applicant's expressed willingness to build a noise-  
16          dampening wall or fence of up to 8 feet along the southern and eastern boundaries of the  
17          site to replace an aging 23 year-old fence, and public testimony at the July 20, 2004  
18          Planning Commission hearing from some of the adjoining property owners that supported  
19          such a mitigation measure.

20           **3. Condition #5 of the Order is based on erroneous findings in one or more of the**  
21           **following particulars:**

1 a) Finding #3 at page 4 of the Order improperly found, contrary to the July 1,  
2 2004 report of Kerrie Standlee of DSA Engineers, p. 2 and attached Exs. E & F, and  
3 other evidence of specific times and activities, "the information provided did not  
4 adequately clarify the potential uses on the subject site" and "The Commission found that  
5 it was difficult to determine if the potential noise impacts to surrounding properties were  
6 adequately addressed. Because the applicant listed only a variety of possible activities,  
7 but did not definitely state which activities would occur at specific locations, the  
8 Commission revised staff's original condition to state that no outside activity would be  
9 permitted on the subject site [other than ingress and egress]";

10 b) Finding #4 at page 5 of the Order disregarded the finding outlined in the Staff  
11 Report dated July 14, 2004, p. 3 that "the reduction of noise, by limiting the use [sic]  
12 loudspeakers during the weekdays, will mitigate the impacts of the school to the  
13 surrounding neighborhoods"; and

14 c) Finding #4 at page 5 of the Order disregarded written and oral evidence that the  
15 sound generators (i.e., the students at applicant's school) would be at least 200 feet from  
16 the nearest sound receptors (i.e., neighboring properties) (*See* Ex. 3.2 of Application,  
17 Drawing A1.1) and were less than ambient noise levels in the immediate vicinity of the  
18 site attributable to traffic and overflying aircraft. *See* report of Kerrie Standlee of DSA  
19 Engineers dated July 1, 2004, pp. 4-6 and referenced exhibits; and

20 **4. Condition #5 of the Order, and Findings # 3 and #4 upon which it is based, violate**  
21 **the provisions of The Religious Land Use and Institutionalized Persons Act of 2000**  
22 **("RLUIPA"), 42 USC § 2000cc,** in that it improperly applies criteria and conditions not

1 required of other public or private schools in the immediate vicinity of Southwest Hills Baptist  
2 Church's proposed Christian school, most notably Criterion 5 set forth in Development Code §  
3 40.15.15(4)(C) concerning livability.

4 Appellant-Applicant DAVID R. COLE is authorized to bring this appeal based on his  
5 presentation of oral testimony as an authorized representative on behalf of SOUTHWEST  
6 HILLS BAPTIST CHURCH at the July 20, 2004 meeting of the Planning Commission and his  
7 submittal of other written materials in support of the application. In addition, DAVID R. COLE  
8 is authorized to bring this appeal because he has been permitted by agreement of staff and the  
9 Planning Commission to serve as the applicant herein in place of Dave Farquhar.

10 Appellant-applicant reserves the right to supplement the record within the limitations of  
11 Development Code § 50.85-88.

12 The contact representative authorized to receive all communications concerning the  
13 further handling of this appeal is HERBERT G. GREY, Attorney at Law, 4800 SW Griffith  
14 Drive, Suite 320, Beaverton, OR 97005-8716 (telephone 503-641-4908), who serves as legal  
15 counsel for Appellant-Applicant herein.

16 DATED this 23 day of August, 2004.

17  
18 

19 David R. Cole, Appellant-Applicant  
20 on behalf of Southwest Hills Baptist Church

21 **SUBMITTED BY:**

22  
23 HERBERT G. GREY, Attorney at Law  
24 4800 SW Griffith Drive, Suite 320  
25 Beaverton, OR 97005-8716  
26 Telephone: 503-641-4908  
27 Facsimile: 503-641-8757  
28 Email: hgrey.law@gte.net  
29

**CERTIFICATE OF SERVICE**

I hereby certify that I served the foregoing NOTICE OF APPEAL OF LAND USE

ORDER on the following by **HAND DELIVERING** the original to the following at her last

known office address:

Sue Nelson, City Recorder  
CITY OF BEAVERTON  
4755 SW Griffith Drive  
Beaverton, OR 97076

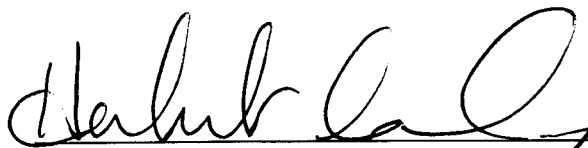
And **HAND DELIVERING** certified full, true and correct copies thereof to the party(ies) shown

above at their last known office address(es), on the date set forth below:

Alan Rappleyea, City Attorney  
4755 SW Griffith Drive  
P.O. Box 4755  
Beaverton, OR 97076

Sambo Kirkman  
Steven A. Sparks  
DEVELOPMENT SERVICES DEPT.  
4755 SW Griffith Drive  
P.O. Box 4755  
Beaverton, OR 97075

DATED this 23~~2~~ day of AUGUST, 2004.



Herbert G. Grey, OSB #81025  
Of Attorneys for Appellant-Applicant

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## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

### NOTICE OF DECISION

August 11, 2004

To Whom It May Concern:

Attached, please find a copy of the approved Land Use Order finalizing the PLANNING COMMISSION decision for **CU2004-0002 – SW HILLS BAPTIST CHURCH PRIVATE SCHOOL**.

The PLANNING COMMISSION decision is final within, but may be appealed within ten (10) calendar days after the date the signed notice is dated and mailed. The appeal closing date is **(5:00 p.m. Monday, August 23, 2004)**. Appeals shall be filed pursuant to Section 50.70 (Appeal of a Type 3 Decision) of the Beaverton Development Code. Pursuant to Section 50.70, an appeal application shall contain the following minimum information:

1. The case file number designated by the City.
2. The name and signature of each appellant.
3. Reference to the oral or written evidence provided to the decision-making authority by the appellant that is contrary to the decision.
4. If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision-making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
5. The specific approval criteria, condition, or both being appealed, the reasons why the finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
6. The appeal fee, as established by resolution of the City Council.

The appellate decision making authority on appeal of Type 3 decision shall be the City Council. The appeal hearing shall be *de novo*, which means new evidence and argument can be introduced in writing, orally, or both. The hearing of the appeal shall be conducted in the manner specified in Section 50.85 through 50.88 except as otherwise required by statute.


Please note that the failure to comply with the requirements of Sections 50.70.1 and 50.70.2 is jurisdictional and deprives the appellant of an opportunity for the appellate decision making authority to hear an appeal.

The current appeal fee due at time of filing is \$638.00. The fee amount depends upon the action being appealed and the number of appeals being filed. Furthermore, pursuant to Section 50.70.5.E if the appeal is requested to be on the record, a fee to cover the cost of preparing a transcript of the decision-making authority proceedings is required. The appellant shall remit a fee to cover the cost of the transcript of the decision-making authority's proceedings within five (5) days after the Director estimates the cost of the transcript. Within ten (10) days of the notice of completion of the transcript, the appellant shall remit the balance due on the cost of the transcript. If the estimate exceeds the cost, the balance shall be refunded.

The complete case file is available for review at the Development Services Division, Community Development Department, 2<sup>nd</sup> Floor, City Hall, 4755 SW Griffith Drive. Hours of operation are 8:30 a.m. to 4:30 p.m., Monday through Friday, except for holidays. For more information about the project, please contact **Sambo Kirkman** at 503-350-4083.

For further information about your appeal rights, please contact the City Recorder at (503) 526-2429.

Sincerely,



Steven A. Sparks, AICP  
Development Services Manager

CC: Dave Farquhar  
Krystal Pease  
Jolaine Davis  
Mark Lambdin  
Susan Anderson  
Phil Healy

Pastor Rick Elzinga  
Todd Mobley  
Ian Hawley  
Lynn Boe  
Jim Duggan  
Bill Avery

Ken Sandblast  
David Cole  
Michael Broussard  
Theresa Sargent  
Brad Roast  
Jan Youngquist

Richard Poulo  
Creighton Lau  
Tom Dagostino  
John Greenblatt  
Sue Nelson  
Sambo Kirkman ✓

**BEFORE THE PLANNING COMMISSION**  
**FOR THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF A REQUEST FOR	)	
	)	ORDER NO. 1725
APPROVAL OF A CONDITIONAL USE	)	
	)	CU2004-0002
TO USE THE EXISTING CHURCH AND	)	
	)	ORDER APPROVING
CLASSROOM COMPLEX FOR A PRIVATE	)	
	)	REQUEST WITH
SCHOOL (SW HILLS BAPTIST CHURCH	)	
	)	CONDITIONS
PRIVATE SCHOOL), DAVE FARQUHAR,	)	
	)	
SW HILLS BAPTIST CHURCH, APPLICANT)	)	

This matter came before the Planning Commission on April 21, 2004 and July 21, 2004, on a request for Conditional Use approval to allow an existing church and classroom complex to be used as a private school from 8:30 a.m. to 3:30 p.m. Monday, Wednesday, and Friday, and to allow a home school cooperative to use the facility on Tuesdays and Thursdays, with a maximum number of 200 students. The proposed site, which is approximately five (5) acres in size, is located at 9100 SW 135<sup>th</sup> Avenue, and is more specifically described as Tax Lot 1801 on Washington County Assessor's Map 1S1-28DB. Educational institutions, including private schools, are a conditional use within the Residential – Urban Standard Density (R-7) zoning district.

Pursuant to Ordinance 2050 (Development Code), Section 50.45, the Planning Commission conducted a public hearing and considered testimony and exhibits on the subject proposal.

The Commission adopts the following supplemental findings in support of the final action, in response to key issues of concern, as identified herein.

*1. Traffic Impacts:* The Commission stated their concern with the information provided by the Traffic Engineer regarding the impacts of the proposed school on the queuing at the SW 135<sup>th</sup> and SW Brockman intersection, the timing of the traffic counts collected, and the lack of information on the intersection of SW 130<sup>th</sup> and SW Brockman. Public testimony provided included many with concerns that the existing roadways would not be able to handle the additional traffic generated from the subject site if a private school were approved. The applicant provided a revised traffic study addressing the issues of the Commission; however, that study takes into account the current start times of the public school in close proximity to the project site. The Commission noted that the current start time of the public school in close proximity is 30 minutes earlier than most elementary schools in the district. The Commission was concerned that traffic in the area would be affected if the elementary school chose the same start time as other schools in the district, which would then have the same start time as the proposed private school. The Traffic Study did not take into account new start times; however, the applicant's Traffic Engineer did not

believe that it would result in adverse impacts to traffic in the area. The Commission asked whether the applicant would be willing to change the start time of their private school if the start times were to change for the public school. The applicant's representative stated that the start times were originally proposed to not conflict with the start time of the public school and that the applicant would accept revising their school hours if the public school hours were to change. Therefore, the Commission conditioned the start time of the proposal to be 30 minutes before or after the start time of any public school within ½ mile of the subject site.

2. *School Enrollment:* The Commission stated their concern with the number of students proposed on the subject site and requested clarification to adequately determine the traffic impacts on the area. The applicant provided a revised narrative stating that the maximum number of children enrolled would be 250 with no more than 200 students allowed at the site at one time. The applicant's traffic analyzed the school impacts using these figures. The Commission agreed with the applicant's request and conditioned the number of students on the site to 200 and the maximum number enrolled to 250.

3. *Noise Study:* The Commission stated their concern that adequate information on the issue of noise with regard to outdoor activity had not been provided by the applicant. The applicant submitted a noise study outlining the impacts of the proposed private school to the surrounding area. The noise study provided a survey of the noise associated with outside activities of the

school children on the site. The applicant clarified to the Commission that the site is currently being used for school programs without proper land use approvals and that the purpose of the conditional use application is to obtain the correct approvals of the school use in addition to expanding this use on the site. While the applicant's noise study found minimal adverse impacts to the surrounding area, the Commission found that the information provided did not adequately clarify the potential uses on the subject site. Further, the applicant did not propose adequate mitigation measures that would minimize the impact to the surrounding area pursuant to Criterion 40.15.15.4.C.5. As the conditional use permit runs with the land, the Commission found that it was difficult to determine if the potential noise impacts to surrounding properties were adequately addressed. Because the applicant listed only a variety of possible activities, but did not definitely state which activities would occur at specific locations, the Commission revised staff's original condition to state that no outside activity would be permitted on the subject site, understanding that ingress and egress of the site would be allowed for students to enter and exit the building and to walk to the park located across the street.

*4. Noise Mitigation:* The Commission stated their concern that while outdoor activity would be prohibited on the site, the noise associated with the ingress and egress of children does provide some impact to the surrounding neighborhood. Neighbors provided public testimony on their concern with the

noise associated with the children on the subject site as well as concern with the existing fence on the church property. The Commission questioned the applicant's noise engineer whether a fence would provide any reduction to noise impacts. The applicant's noise engineer stated that some noise reduction would be provided with a solid fence or wall. Given the concerns raised by neighbors in close proximity to the site and the number of students proposed, the Commission conditioned that the applicant provide noise mitigation through the design of a new wooden fence. Further the Commission concurred with staff's condition to prohibit loudspeakers on the subject site Monday through Friday as they would result in adverse impacts to the adjoining property through uses such as signaling the start and end of school.

The Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated April 14, 2004, and Memorandum dated July 14, 2004, and the supplemental findings contained herein, as applicable to the applicable approval criteria contained in Section 40.03 and Section 40.15.15.4.C of the Development Code.

**IT IS HEREBY ORDERED** that CU2004-0002 is approved, based on the testimony, reports and exhibits presented during the public hearing on the matter and upon the background facts and findings and conclusions found in the Staff Report dated April 14, 2004 and the Memorandum dated July 14, 2004, subject to the following conditions:

- ☐ 1. The Conditional Use granted shall run with the land and shall continue to be valid upon a change of ownership of the site or structure unless otherwise specified in conditions attached to the permit.
- ☐ 2. Prior to issuance of a building permit, the applicant shall, in accordance with Section 10.65.5.A.6 of the Beaverton Development Code, file a copy of this approved permit with the Washington County Department of Assessment and Taxation. The conditions of approval to be recorded may be in the form of a Land Use Order or other City issued document. The City may conduct the recordation and the applicant shall pay the applicable recording fee.
- ☐ 3. The conditional use approval shall allow the subject site to be used as a school facility for students from Kindergarten to Grade 12, with the number of students not to exceed 200 at one time with a maximum enrollment of 250 students per day. Use of the facility for Pre-Kindergarten students shall be for a period of less than four hours a day, with an identified educational curriculum, and shall be included in the enrollment numbers identified above.
- ☐ 4. Prior to the start of the 2004 school year, the applicant shall install additional landscape material on the southern property line to provide additional screening for abutting properties.
- ☐ 5. There shall be no outdoor activity on the subject site associated with the school use.
- ☐ 6. The use of exterior loudspeakers shall be prohibited on the subject site Monday through Friday.
- ☐ 7. The start time of the proposed school facility shall not be within 30 minutes before or after the start time of the existing public elementary school within one-half mile of the subject site.
- ☐ 8. Prior to the start of the private school, the applicant shall construct a noise dampening wall along the south and eastern boundaries of the site, designed to achieve an average decibel reduction of five decibels.

Motion **CARRIED** by the following vote:

**AYES:** Johansen, Bliss, DeHarpport, Winter, and Maks.  
**NAYS:** None.  
**ABSTAIN:** None.  
**ABSENT:** Pogue and Barnard.



Dated this 11<sup>th</sup> day of August, 2004.


To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1725, an appeal must be filed with the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, August 23, 2004.

PLANNING COMMISSION  
FOR BEAVERTON, OREGON

ATTEST:

APPROVED:

  
for SAMBO KIRKMAN  
Associate Planner  
  
STEVEN A. SPARKS, AICP  
Development Services Manager

  
DAN MAKs  
Vice-Chairman

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## PLANNING COMMISSION MINUTES

July 21, 2004

### CALL TO ORDER:

Vice-Chairman Dan Maks called the meeting to order at 6:30 p.m. in the Beaverton City Hall Council Chambers at 4755 SW Griffith Drive.

### ROLL CALL:

Present were Vice-Chairman Dan Maks, Planning Commissioners Gary Bliss, Alan DeHarpport, Eric Johansen, and Scott Winter. Chairman Bob Barnard and Planning Commissioner Shannon Pogue were excused.

Senior Planner John Osterberg, Associate Planner Sambo Kirkman, Associate Planner Tyler Ryerson, Associate Planner Ethan Edwards, Senior Transportation Planner Don Gustafson, Assistant City Attorney Ted Naemura, and Recording Secretary Sandra Pearson represented staff.

The meeting was called to order by Vice-Chairman Maks, who presented the format for the meeting.

### VISITORS:

Vice-Chairman Maks asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item. There were none.

### STAFF COMMUNICATION:

Staff indicated that there were no communications.

1 **OLD BUSINESS:**

2  
3 Vice-Chairman Maks opened the Public Hearing and read the format  
4 for Public Hearings. There were no disqualifications of the Planning  
5 Commission members. No one in the audience challenged the right of  
6 any Commissioner to hear any of the agenda items, to participate in  
7 the hearing or requested that the hearing be postponed to a later date.  
8 He asked if there were any ex parte contact, conflict of interest or  
9 disqualifications in any of the hearings on the agenda. There was no  
10 response.

11 **CONTINUANCES:**

12  
13 **I. CU2004-0002 - SW HILLS BAPTIST CHURCH PRIVATE**  
14 **SCHOOL**

15 *(Continued from April 21, 2004)*

16 The applicant proposes to use the existing church and classroom  
17 complex for a private school to be run 8:30 a.m. to 3:30 p.m. Monday,  
18 Wednesday, and Friday, and to allow a home school cooperative to use  
19 the facility Tuesdays and Thursdays, with a maximum number of 200  
20 students. Educational institutions, including private schools, are a  
21 conditional use within the Urban Standard Density zoning district.

22  
23 Vice-Chairman Maks briefly described the public hearing process.

24  
25 Observing that this continued application involves the school use at  
26 the SW Hills Baptist Church, Associate Planner Sambo Kirkman  
27 explained that copies of additional comments from the public and  
28 requested information from the applicant have been provided.  
29 Referring to Staff Memorandum dated July 14, 2004, she mentioned  
30 that the last paragraph of page 1 should reference the applicant's  
31 materials dated July 12, 2004, rather than July 17, 2004, emphasizing  
32 that the Traffic Study recommends that both driveways be opened,  
33 rather than one-way traffic, adding that this is staff's recommendation  
34 as well. Concluding, she recommended approval and offered to  
35 respond to questions.

36  
37 Commissioner Johansen questioned whether staff is recommending the  
38 Conditions of Approval contained in the original Staff Report,  
39 including some potential modifications.

40  
41 Ms. Kirkman concurred, observing that this also includes modifications  
42 to Condition of Approval No. 5.  
43  
44

1       **APPLICANT:**

2

3       **KEN SANDBLAST**, representing the applicant, SW Hills Baptist  
4 Church, explained that the continuance involved two issues,  
5 specifically noise and the definition of the outside play area, and  
6 additional information pertaining to traffic issues. He discussed a  
7 Condition of Approval for design review approval, observing that this  
8 is acceptable to the applicant, and referenced a map with handwritten  
9 numbers on the site plan, observing that this illustrates a priority of  
10 areas for outdoor activities related to the school that would occur on  
11 the site. Observing that he would defer traffic issues to Mr. Mobley, he  
12 discussed the installation of additional trees, bicycle racks, and issues  
13 pertaining to the fence. Referring to page 3 of the Staff Memorandum,  
14 specifically with regard to the outdoor speakers, he pointed out that  
15 the church is a separate issue from the school, adding that the  
16 loudspeaker would only be utilized four to five times annually for a  
17 wedding or other activity and that any loudspeaker prohibition should  
18 be limited to school hours only.

19

20       **TODD MOBLEY**, representing Lancaster Engineering, on behalf of  
21 the applicant, SW Hills Baptist Church, discussed additional  
22 information that had been collected since the previous hearing.  
23 Referring to trip generation, he emphasized the necessity of clarifying  
24 the difference between enrollment and attendance, and pointed out  
25 that while the enrollment is based upon a total of 250 students, the  
26 school is comfortable with having a maximum of 200 students on the  
27 site at any given time. He explained that sight distances and levels of  
28 service would all be acceptable, adding that the applicant is proposing  
29 open access to the site.

30

31       Observing that the private school operates Monday, Wednesday, and  
32 Friday, Commissioner Johansen questioned what these students are  
33 doing on Tuesday and Thursday.

34

35       Mr. Sandblast advised Commissioner Johansen that while these  
36 students are home schooled throughout the entire week, this particular  
37 program occurs only three days of the week.

38

39       Commissioner Johansen cautioned Mr. Sandblast that any changes to  
40 this situation would create a potential conflict with the Conditions of  
41 Approval.

42

43       Mr. Sandblast assured Commissioner Johansen that the applicant is  
44 aware of this situation.

1  
2 Commissioner DeHarpport referred to the original traffic study,  
3 observing that some of the peak hours involved a Level of Service  
4 (LOS) "F", and requested clarification with regard to how these have  
5 changed to LOS "D".  
6

7 Mr. Mobley noted that he does not believe this is accurate, adding that  
8 he would check this information. Referring to the intersection of SW  
9 135<sup>th</sup> Avenue and SW Brockman Road, he pointed out that three  
10 different circulation patterns had been reviewed, adding that while one  
11 of these patterns involved a LOS "E", the others were LOS "C" or  
12 better.  
13

14 Senior Transportation Planner Don Gustafson noted that there has  
15 been a request for a signal at that location, emphasizing that a recent  
16 study indicated that this intersection does not meet appropriate  
17 warrants for a signal, even with additional traffic that would be  
18 generated by this application.  
19

20 Mr. DeHarpport explained that the applicant has attempted to reach  
21 out to the neighbors, expressing his opinion that additional Conditions  
22 of Approval addressing certain issues pertaining to hours, walls, and  
23 enrollment, could possibly resolve these situations.  
24

25 Mr. Sandblast noted that while there had been a request for a ten-foot  
26 wall, the City has a height restriction of six feet.  
27

28 Vice-Chairman Maks discussed the hours of the nearby elementary  
29 school, and questioned whether the applicant is aware that Hiteon  
30 Elementary School does not operate under the same hours as the other  
31 elementary schools in the Beaverton School District. Observing that  
32 Hiteon Elementary School is a walk-in school and involves only one  
33 school bus, he pointed out that this could change at any time.  
34

35 Mr. Mobley advised Vice-Chairman Maks that the highest delay of an  
36 average of 29 seconds per vehicle had been at SW 135<sup>th</sup> Avenue and  
37 SW Brockman Road, adding that the City standard is 45 seconds,  
38 which equates to a LOS "E".  
39

40 Vice-Chairman Maks pointed out that he is concerned with conflicting  
41 start times creating the potential for a bump, observing that during  
42 inclement weather, 90% of the students of a walk-in school are being  
43 driven to school, creating an impact on the intersections. He discussed

1 noise issues, and referred to page 1 of the noise study, and pointed out  
2 that a difference of three decibels is noticeable and thereby significant.

3  
4 Mr. Sandblast advised Vice-Chairman Maks that the noise expert is  
5 available to testify.

6  
7 CARY STANLEY, noise expert representing the applicant, SW Hills  
8 Baptist Church, pointed out that while the report had indicated that  
9 there would be a noise increase of 2.6 decibels, this had been rounded  
10 off to three decibels.

11  
12 Vice-Chairman Maks reiterated that any increase of less than three  
13 decibels is not discernable.

14  
15 Mr. Stanley pointed out that in reality, not everyone even notices a  
16 change of three decibels, adding that this is the point where people  
17 actually begin to be able to detect a change. He explained that there  
18 had been measurements taken continually throughout the last day  
19 that students were at the church, noting that there were no greater  
20 than 100 students present at any one time and that it had been  
21 assumed that 200 students would double the amount of noise  
22 generated by 100 students.

23  
24 Vice-Chairman Maks questioned whether Mr. Sandblast is indicating  
25 that Location No. 1 is the No. 1 Priority area where the children would  
26 play.

27  
28 Mr. Sandblast clarified that Location No. 1 indicates that this is the  
29 location where there would be the most frequent activity, noting that  
30 this involves the main entrance and therefore the full flow of students  
31 coming and going to and from the site. He noted that there would be  
32 no Physical Education (PE) or outdoor recess activity.

33  
34 Vice-Chairman Maks pointed out that certain recess activities,  
35 particularly those involving balls that may travel out into the street,  
36 may create issues and/or unsafe situations.

37  
38 Mr. Sandblast emphasized that any type of organized athletic  
39 activities would occur in the park.

40  
41 Vice Chairman Maks questioned whether the existing Conditional Use  
42 Permit allows a loudspeaker, noting that this would be an unusual  
43 situation.

1 Mr. Sandblast explained that the original conditional use was granted  
2 in the early 1980's, adding that he has not reviewed any of this  
3 information.

4  
5 Commissioner Johansen referred to the issue of staggering the hours,  
6 which could resolve traffic issues, and questioned whether the  
7 applicant is willing to accept a Condition of Approval providing for a  
8 start time ½ hour later than Hiteon Elementary School.

9  
10 Mr. Sandblast indicated that he would discuss this issue with the  
11 applicant.

12  
13 Mr. Mobley discussed the issue of staggering hours as it relates to  
14 traffic issues, and specifically the LOS at the intersection.

15  
16 Vice-Chairman Maks noted that he is concern with the queuing in the  
17 left-hand turn lane into the church from SW Brockman Road.

18  
19 Mr. Mobley noted that there had been a video filmed at the  
20 intersection during the delay study, adding that while there had never  
21 been more than one vehicle in the queue at SW 135<sup>th</sup> Avenue and SW  
22 Brockman Road, the methodology utilized for the worst case scenario  
23 involved three vehicles.

24  
25 Referring to the compatibility issue and minimal impact on livability,  
26 Commissioner DeHarpport pointed out that since there is already an  
27 existing problem, some mitigation should be provided. He suggested a  
28 wall, rather than a fence, surrounding the perimeter of the property,  
29 adding that there should be a time limit on any outdoor activity.

30  
31 Vice-Chairman Maks advised Commissioner DeHarpport that there is  
32 currently no time limit on outdoor activity within a residential area.

33  
34 Commissioner DeHarpport noted that a wall would require some type  
35 of definition with regard to size and scale.

36  
37 Vice-Chairman Maks expressed appreciation to the applicant team for  
38 addressing applicable issues.

39  
40 **PUBLIC TESTIMONY:**

41  
42 **TOM DAGOSTINO** explained that because his daughter is just out of  
43 Hiteon, Elementary, he is very familiar with the traffic at SW 135<sup>th</sup>  
44 Avenue, SW Brockman Road, and SW Davis Road. Emphasizing that

1 it is very difficult to get out of Hiteon Elementary during the rush  
2 hour, he pointed out that he is concern with existing traffic issues,  
3 specifically more homes being built, additional traffic, shortcuts, and  
4 noise issues. Observing that this creates pressure for more traffic  
5 control, he questioned who would be responsible for funding this  
6 improvement. He noted that he finds it difficult to believe that a  
7 school would not schedule an outdoor recess for 200 students,  
8 reiterating that he is concerned with noise issues.

9  
10 Observing that he would like to address the criteria referenced by Vice-  
11 Chairman Maks, **DAVID COLE** requested clarification with regard to  
12 the criteria applicable to this application.

13  
14 Vice-Chairman Maks advised Mr. Cole that the criteria is outlined  
15 within the Staff Report, adding that although there is not adequate  
16 time to read all of this criteria, the main criteria involve whether the  
17 size, dimensions, configurations, and topography of the site, and the  
18 natural man-made features of the site can reasonably accommodate  
19 the proposal; and whether the location, size, and functional  
20 characteristics of the proposal are such that it can be made reasonably  
21 compatible with and have a minimal impact on the livability and  
22 appropriate development of properties in the surrounding area of the  
23 subject site. He emphasized that there is also a lot of other criteria  
24 associated with this proposal.

25  
26 Indicating that he would like to address livability issues, Mr. Cole  
27 referred to four letters of testimony that had been submitted  
28 pertaining to livability, traffic and noise, and 21 additional letters that  
29 had been submitted related to livability within the neighborhood.  
30 Emphasizing that those who submitted these letters consist of what he  
31 considers a very significant portion of the neighborhood, he pointed out  
32 that many of the neighbors strongly support the school, which is a very  
33 important part of both the neighborhood community. Observing that  
34 many of the features proposed in this school are not available in other  
35 schools, he discussed the proposal for a wall, rather than a fence, and  
36 expressed his opinion that walls do not belong in communities and that  
37 this would not serve to enhance the livability of the neighborhood.  
38 Noting that the church attempts to be good neighbors, he expressed his  
39 support of this project.

40  
41 Commissioner Johansen noted that school is in session on Mondays,  
42 Wednesdays, and Fridays, and questioned what the students are doing  
43 on Tuesdays and Thursdays.

1 Observing that this school involves what he referred to as a hybrid  
2 school agenda, Mr. Cole explained that the students receive very  
3 intense instruction three days a week and deal with homework two  
4 days a week.

5  
6 Commissioner Johansen questioned whether this curriculum is  
7 accredited with regard to meeting requirements for the appropriate  
8 number of hours.

9  
10 Mr. Cole assured Commissioner Johansen that this school meets state  
11 guidelines with regard to hourly requirements, observing that the  
12 applicant had requested to operate five days per week, and pointed out  
13 that while the co-op currently operates Tuesdays and Thursdays, this  
14 co-op is in violation of their current Conditional Use Permit. Noting  
15 that 130 of the 200 children are already at the school, he pointed out  
16 that this request involves only 70 additional children from what its  
17 current use is now. He explained that with an enrollment of 200, it  
18 would be extremely unusual to have all 200 children outside at any  
19 given time.

20  
21 Observing that he is not in support of or opposition to this proposal,  
22 MARK LAMBDIN emphasized that his concern involves the safety of  
23 the children who will attend the school as well as the children who  
24 reside in the neighborhood. Pointing out that human beings generally  
25 take the path of least resistance, he expressed his opinion that the  
26 traffic studies had not involved the areas where the traffic problems  
27 will actually occur. Noting that Mr. Sandblast had indicated that the  
28 children would be utilizing the park as their play area, he discussed  
29 the traffic generated by the activities that are currently occurring at  
30 the park, including Little League. He described one of the routes  
31 utilized to leave the park at this time, from the park to New Forest,  
32 left on New Forest to New Terrace and then to Trigger Drive, noting  
33 that many drivers use this "S" curve without checking for other traffic,  
34 and emphasized that this is already creating a dangerous situation.

35  
36 LYNN BOE mentioned that her home is located directly adjacent to  
37 the southeast corner of the subject property, and questioned whether  
38 the terms of the original Conditional Use Permit could be negated by a  
39 new Conditional Use Permit, since they would pertain to the same  
40 property.

41  
42 Vice-Chairman Maks advised Ms. Boe that the key issue involves the  
43 school use, rather than the church use, and clarified that this  
44 Conditional Use Permit would basically not negate the terms of the

1 original Conditional Use Permit. He explained that the new permit  
2 involves the operating hours of the school, rather than the church.

3  
4 Ms. Boe pointed out that the operating hours for the original  
5 Conditional Use Permit issued in August 1981 were 8:00 a.m. to 9:00  
6 p.m., rather than 8:00 a.m. to 10:00 p.m., as indicated in the Staff  
7 Report, expressing her opinion that this discrepancy should be  
8 corrected. Noting that she has lived at this address for 26 years, she  
9 explained that she has dealt with church issues, including noise, lack  
10 of privacy, kids climbing trees, removed landscaping, loud parties, cars  
11 with stereos on full blast and bass pounding, and no quiet time in her  
12 own back yard most of the year, for many years. Noting that various  
13 activities occur at this site seven days a week, she expressed her  
14 opinion that there has been no sincere effort by the church to address  
15 these issues. Concluding, she expressed her opposition to the proposal.

16  
17 Vice-Chairman Maks expressed his appreciation to Ms. Boe for her  
18 testimony, and questioned whether she is obliged to submit her copy of  
19 the original Conditional Use Permit into evidence as part of the record  
20 since she referenced it in her testimony, noting that there is a copy on  
21 file.

22  
23 Assistant City Attorney Ted Naemura advised Vice-Chairman Maks  
24 that Ms. Boe has the option of submitting this document or not.

25  
26 Vice-Chairman Maks advised Ms. Boe that she has the option of  
27 submitting the document to the Recorder.

28  
29 Ms. Boe submitted her document to the Recorder and requested that a  
30 copy be mailed to her for her own files (Exhibit 1).

31  
32 Commissioner DeHarpport pointed out that a letter from Ms. Boe had  
33 been submitted today, noting that copies had been provided to each of  
34 the Commissioners.

35  
36 **THERESA SARGENT** explained that her primary issues involve  
37 traffic and the safety of the access off of SW 135<sup>th</sup> Avenue onto SW  
38 Brockman Road. She expressed concern with the safety of the children  
39 in the area, and described what she considered unsafe situations in  
40 which the vehicles are parked to drop off and pick up the children. She  
41 questioned whether the 200 students would be increased to 250 or 300  
42 students at some point in the future.  
43

1 Vice-Chairman Maks assured Ms. Sargent that this Conditional Use  
2 Permit would allow no more than 250 enrolled students and no more  
3 than 200 students on the site at any given time.  
4

5 **MICHAEL BROUSSARD** explained that he shares a property line  
6 with the church, adding that he appreciates the response received from  
7 the church and that there have been some very constructive  
8 discussions. He expressed concern with the traffic study, noting that it  
9 had not addressed SW 130<sup>th</sup> Avenue. Referring to the 23-year-old  
10 fence, he pointed out that the church intends to address this issue  
11 following the decision on this application.  
12

13 Commissioner Johansen advised Mr. Broussard that the traffic study  
14 did address SW 130<sup>th</sup> Avenue.  
15

16 Mr. Broussard noted that he had not seen any information pertaining  
17 to SW 130<sup>th</sup> Avenue.  
18

19 Vice-Chairman Maks explained that SW 130<sup>th</sup> Avenue had been  
20 addressed in the second traffic study.  
21

22 Mr. Broussard referred to the timing of this revision, noting that  
23 Southridge High School plays a large part in this issue. He  
24 emphasized that installing a light at that intersection would not  
25 provide a feasible solution.  
26

27 **JOHN GREENBLATT** pointed out that the request is for a total  
28 enrollment of 250 students, and questioned whether this includes the  
29 130 students who are enrolled at this time.  
30

31 Vice-Chairman Maks clarified that the enrollment would be a total of  
32 250 students, with only 200 students on the site at any given time,  
33 noting that this is an increase of only 70 more than the current 130  
34 students.  
35

36 Mr. Greenblatt pointed out that both Pastor Elzinga and Pastor Cary  
37 have been sensitive and responsive to the complaints of the neighbors,  
38 observing that they are in a difficult position of having to please their  
39 parishioners and placate the neighbors. He mentioned that he has  
40 submitted three letters that provide greater details with regard to the  
41 problems and potential solutions, adding that he has three basic  
42 concerns, as follows:  
43

1. *Noise.* The new buildings and expanded parking lot have inadvertently created a sort of an amphitheater; observing that regardless of any decibel level, any loud activity that occurs can be heard as if it is in his own back yard. He noted that while the application implies that all outdoor activity would occur within the designated play area off the west end of the new buildings, because he has been advised that this is not the case, he would like this issue clarified.
2. *Traffic.* He pointed out that while the Conditional Use Permit indicates that a route would be specified for entry onto and exit off of the site, he would like to know how this would be monitored, enforced, and controlled.
3. *The evolution of this church.* Observing that he has only been a resident of this neighborhood for five years, he explained that discussions with his neighbors has convinced him that there has been what he referred to as an evolution: First it was a church, then an expanded parking lot, then expanded buildings, and then the school. He expressed his opinion that the current uses should be considered very carefully prior to adding uses to the property and ending up with further unanticipated problems.

Observing that she had submitted a letter, SUSAN ANDERSON pointed out that although tonight's testimony indicates that the church property is filled with a pack of hoodlums, and that the children are wandering around like the Von Trapp children, it is necessary to provide a more comprehensive picture of what is occurring at this facility, including the impact upon the lives of these children and the entire community. Noting that her family home schools her two teenage daughters, she explained that she has been involved in this co-op for approximately three years, and that her 16-year-old daughter, who has been totally home-schooled since First Grade, would be attending Beaverton High School on a part-time basis during the 2004-2005 school year. She explained that through the efforts of the co-op, her daughter has studied biology and assembled a beautiful insect collection with 14 orders of insects, can draw the map of the world and label all geographical features, including oceans, countries, and capitals. Emphasizing that the entire world has been opened up to her daughter, she noted that she is planning a trip to India in October 2004. She explained that her daughter completed a botany project, and has created a three-inch binder complete with various trees that she labeled and is familiar with. Noting that this co-op involves large families, she pointed out that there are not a lot of vehicles coming and going, emphasizing that wonderful things are occurring at this facility.

1  
2 **APPLICANT'S REBUTTAL:**  
3

4 Observing that there are not a lot of new issues, Mr. Sandblast  
5 discussed the use of the park and cut-through traffic, adding that the  
6 Little League use of the park would likely occur after school and into  
7 the evening hours and that Mr. Mobley could respond to the affect  
8 upon traffic. Noting that he appreciates Ms. Boe's comments with  
9 regard to the original church hours of 8:00 a.m. through 9:00 p.m., he  
10 pointed out that driveway is open all night and can not be closed off  
11 due to access issues fir emergency vehicles. He explained that the  
12 traffic study had addressed SW 130<sup>th</sup> Avenue, and clarified that  
13 certain outdoor activity, including lunch and ten-minute breaks twice  
14 daily, would only occur in certain areas. Referring to Mr. Greenblatt's  
15 testimony, he emphasized that while it is not possible to anticipate  
16 every activity, the applicant has attempted to provide a reasonable  
17 balance, adding that he believes that this has been done.  
18

19 Mr. Mobley reiterated that SW 135<sup>th</sup> Avenue south of SW Brockman  
20 Road is a collector street, adding that SW Brockman Road is an  
21 arterial street, and pointed out that these streets are intended to carry  
22 a fair amount of traffic.  
23

24 Mr. Stanley commented that during the noise study, he made certain  
25 observations with regard to what was occurring at the school, adding  
26 that people are likening this school to Hiteon School, which is an  
27 elementary school. Emphasizing that this involves a K-12 school,  
28 rather than a majority of elementary students, he pointed out that all  
29 of the students from one family arrive in one vehicle to attend one  
30 school.  
31

32 Mr. Sandblast explained that the school is willing to accept a Condition  
33 of Approval to stagger the starting time around that of Hiteon  
34 Elementary School, adding that they are also willing to provide  
35 additional screening and buffering with vegetation and a fence in order  
36 to provide mitigation for sound and noise. He pointed out that  
37 although they have explored this option, the applicant is concerned  
38 with the economics of providing a wall. He explained that the  
39 applicant is also willing to accept the prohibition on the loudspeaker  
40 system related to the weekday school hours of operation.  
41

42 Commissioner DeHarpport agreed that while a wall may not be the  
43 answer, he is not comfortable with the applicant's economic issue  
44 response. He pointed out that the applicant is considering the

1 potential purchase of residential property adjacent to church,  
2 expressing his opinion that apparently some money is available. He  
3 expressed his opinion that this application warrants some type of  
4 minimization of impact to the livability in the neighborhood,  
5 emphasizing that without any mitigation plan, he does not support  
6 this proposal.

7  
8 Mr. Stanley emphasized that the complaints he has heard with regard  
9 to noise issues have involved evening hours, rather than during the  
10 school day, noting that students are currently on the site only two days  
11 per week.

12  
13 Observing that he has just received a testimony card submitted by  
14 **RICK ELZINGA**, Vice-Chairman Maks noted although he did not  
15 take advantage to testify during the public testimony portion of the  
16 hearing, which is now closed, he would note, for the record, that Mr.  
17 Elzinga's position is in favor of this proposal.

18  
19 8:08 p.m. to 8:16 p.m. – recess.

20  
21 Vice-Chairman Maks requested final comments from staff.

22  
23 Observing that she would like to address two specific issues, Ms.  
24 Kirkman pointed out that staff would prefer to address the  
25 loudspeaker issue on a daily issue, as opposed to school hours; and  
26 explained that while the Development Code does not prohibit the use  
27 of walls or fences in a residential area, the applicant would have to  
28 address wall/fence through the design review process.

29  
30 Vice-Chairman Maks referred to a letter submitted by Annelie Struck,  
31 dated July 19, 2004, in opposition to this proposal (Exhibit 2).

32  
33 Vice-Chairman Maks mentioned the Commission's concern with regard  
34 to increased traffic, traffic movements, traffic flow, and cut-through  
35 traffic, and questioned the legality of imposing a Condition of Approval  
36 to stagger the start time with that of Hiteon Elementary School.

37  
38 Mr. Naemura responded that if this Condition of Approval can actually  
39 work, this condition could most likely be valid and supportable and not  
40 contingent upon the existence of Hiteon Elementary School. He  
41 expressed concern with creating a situation where it is necessary to  
42 interpret and apply the City's decision, observing that such a situation  
43 always comes back to *The Hoop*.

1 The public portion of the Public Hearing was closed.

2  
3 Vice-Chairman Maks pointed out that he is ambivalent with regard to  
4 this issue, emphasizing that everybody wants churches and schools in  
5 their neighborhood, but not next door, due to the impacts that are  
6 created. Emphasizing that he believes in the sanctity of our  
7 neighborhoods, he explained that livability is huge issue, and that  
8 while need is not an issue, compatibility is an issue. He stated that he  
9 is reluctant to support this application, adding that he would support  
10 it if with appropriate Conditions of Approval. Noting that he has  
11 issues with the starting time, he expressed his opinion that it should  
12 be at least 30 or 45 minutes outside of the start time of Hiteon  
13 Elementary School. He expressed concern with the noise, adding that  
14 noise should address the issue. Noting that it is possible to mitigate  
15 both issues (traffic and noise), he pointed out that he could support this  
16 application, with appropriate caveats.

17  
18 Commissioner Johansen cautioned that it is possible to outgrow a site,  
19 observing that this application comes close, and pointed out that this is  
20 a constrained site and that he is concerned with certain issues. He  
21 noted that although the applicant has made a good effort to address  
22 these issues, there has been concern with regard to the consistency of  
23 their efforts. He pointed out that he generally agrees with  
24 Commissioner Maks' comments with regard to staggering the start  
25 time from that of Hiteon Elementary School, adding that while the  
26 noise issue remains unresolved, he is willing to support the proposal  
27 with appropriate mitigation.

28  
29 Commissioner Winter concurred with the concerns expressed by his  
30 fellow Commissioners, adding that he has an issue with compatibility  
31 and that there has been no clarity with regard to the scope of outdoor  
32 activities that could occur.

33  
34 Commissioner Bliss explained that he is comfortable with approval  
35 with the noise issue (Criterion 5), adding that both SW 135<sup>th</sup> Avenue  
36 and SW Brockman Road are a collector street and an arterial street  
37 respectively, created for the purpose of moving the traffic through a  
38 neighborhood. He expressed his opinion that while the additional  
39 school use would not significantly impact the traffic capacity, all of  
40 those individuals who testified in support of the proposal appear to live  
41 outside of the neighborhood. Observing that it is logical that the  
42 neighbors would have issues, he expressed his opinion that the noise  
43 could be mitigated through the use of a sound wall, and emphasized  
44 that cost is not included in the criteria. He stated that he would be

1 willing to support this application, with appropriate Conditions of  
2 Approval.

3  
4 Commissioner DeHarpport explained that while he concurs with his  
5 fellow Commissioners with regard to most issues, he is reminded that  
6 a conditional use runs with the land, necessitating some type of noise  
7 reduction plan, similar to Appendix "E" submitted by the applicant,  
8 adding that he still has a problem supporting this application.

9  
10 Vice-Chairman Maks reopened the Public Hearing for the purpose of  
11 allowing the noise expert to respond to questions. Observing that it  
12 has been determined that minimal noise dampening would be  
13 necessary, he requested clarification with regard to how much noise  
14 dampening that type of a wall would provide.

15  
16 Mr. Stanley responded that the amount of noise reduction is directly  
17 related to the height, adding that a minimum mass can not get  
18 through wall. He explained that a minimum mass involves two to  
19 three pounds per square foot, noting that a one-inch wood wall would  
20 provide the same noise reduction that would be achieved with any  
21 other material.

22  
23 Vice-Chairman Maks questioned how much of the children's noise  
24 would be reduced through the use of three inch thick, six-feet high,  
25 wooden fence.

26  
27 Mr. Stanley advised Vice-Chairman Maks that the noise reduction  
28 would depend upon both the height of the fence and the height of the  
29 source, adding that a six-foot fence would create a five decibel  
30 reduction with a four-foot source. He explained that the typical  
31 increase is approximately one decibel per foot adding that while the  
32 current fence provides some noise reduction, the new fence would only  
33 increase this noise reduction to some extent.

34  
35 Commissioner DeHarpport questioned whether vegetation would  
36 minimize the noise.

37  
38 Mr. Stanley informed Commissioner DeHarpport that in order to  
39 provide any noise reduction, this vegetation would need to be at least  
40 100 feet in height.

41  
42 The public portion of the Public Hearing was closed  
43

1 Commissioner DeHarpport stated that based upon the recent  
2 testimony of the sound expert, he is willing to support this proposal  
3 with appropriate conditioning with regard to the fence.  
4

5 Vice-Chairman Maks discussed a motion for approval of this proposal,  
6 and noted that the first sentence of Condition of Approval No. 5 should  
7 be deleted. He stated that staff should be directed to return with  
8 additional Conditions of Approval and findings to make certain that  
9 the start time varies from the start time of Hiteon Elementary School  
10 by 30 minutes, as well as create findings and Conditions of Approval for  
11 a noise dampening structure that will reduce the noise level from the  
12 site by approximately five decibels.  
13

14 8:46 p.m. to 8:48 p.m. – recess.  
15

16 Vice-Chairman Maks explained that issues with Condition of Approval  
17 No. 5 had been resolved, with no outdoor use without prior  
18 authorization by the City, adding that Conditions of Approval and  
19 findings with regard to noise mitigation and start times based upon  
20 the testimony and evidence would be created.  
21

22 Commissioner Johansen requested clarification with regard to whether  
23 the noise mitigation would involve only the south end of the property,  
24 or both the south and east portion of the property.  
25

26 Vice-Chairman Maks agreed that the Condition of Approval for the  
27 noise mitigation should involve both the south and east portions of the  
28 site.  
29

30 Commissioner Johansen **MOVED** and Commissioner Bliss  
31 **SECONDED** a motion to **APPROVE** CU 2004-0002 – SW Hills  
32 Baptist Church Private School, based upon the testimony, reports and  
33 exhibits and new evidence presented during the Public Hearings on the  
34 matter, and upon the background facts, findings and conclusions found  
35 in the Staff Report dated April 14, 2004, as amended, and as  
36 supplemented in Staff Memorandum dated July 14, 2004, with  
37 following modifications to Conditions of Approval:  
38

- 39 ~~5. Prior to construction of a play area within the subject site, the~~  
40 ~~applicant shall obtain Design Review Two approval.~~ There shall  
41 be no outdoor activity on the subject site associated with the  
42 school use, except that which is approved by the City.  
43

1           **6. The use of exterior loudspeakers shall be prohibited on**  
2           **the subject site Monday through Friday.**

3  
4           **7. And further directing staff to return to the condition**  
5           **with findings and Conditions of Approval with respect to**  
6           **the staggering of the start time of the proposed school**  
7           **facility relative to nearby public schools; and secondly,**  
8           **with respect to the providing of a noise dampening wall**  
9           **along the south and eastern boundaries of the site,**  
10           **designed to achieve an average decibel reduction of five**  
11           **decibels.**

12  
13           Vice-Chairman Maks referenced a modification to Condition of  
14           Approval No. 3 at the previous hearing.

15  
16           Motion **CARRIED**, by the following vote:

17  
18                   **AYES:**           Johansen, Bliss, DeHarpport, Winter, and Maks.

19                   **NAYS:**           None.

20                   **ABSTAIN:**   None.

21                   **ABSENT:**   Pogue and Barnard.

22  
23           8:53 p.m. to 8:58 p.m. – recess.

24  
25           **Other Items on the Agenda were addressed.**

26  
27           10:49 p.m. to 11:05 p.m. – recess.

28  
29           Emphasizing that he would like this to be on the record, Vice-  
30           Chairman Maks pointed out that he does not expect any members of  
31           the Planning Commission to go off on any tangents, adding that in no  
32           way, shape, or form, does he want this issue directed towards any  
33           application other than the application for CU 2004-0002 – SW Hills  
34           Baptist Church Private School Conditional Use.

35  
36           Commissioner Johansen **MOVED** and Commissioner DeHarpport  
37           **SECONDED** a motion to **RECONSIDER** the previous motion and  
38           action pertaining to for CU 2004-0002 – SW Hills Baptist Church  
39           Private School Conditional Use, specifically with regard to the  
40           Planning Commission's intent with respect to Condition of Approval  
41           No. 5.

42  
43           Vice-Chairman Maks observed that both Commissioners Johansen and  
44           DeHarpport were members of the prevailing party taking action on the

1 previous motion and are therefore eligible to make this motion for  
2 reconsideration.

3  
4 Motion **CARRIED**, unanimously.

5  
6 Vice-Chairman Maks pointed out that Condition of Approval No. 5 has  
7 been amended, as follows:

8  
9 5. ~~Prior to construction of a play area within the subject site, the~~  
10 ~~applicant shall obtain Design Review Two approval.~~ There shall  
11 be no outdoor activity on the subject site associated with the  
12 school use, except that which is approved by the City.

13  
14 Vice-Chairman Maks questioned whether it had been the intent of the  
15 Commission to prohibit all outside activity associated with the school  
16 itself.

17  
18 Commissioner Johansen advised Vice-Chairman Maks that it had been  
19 his intent to prohibit all outside activity associated with the school  
20 itself.

21  
22 Observing that it is necessary to clarify the intent of the Commissioner  
23 Maks emphasized that this Condition of Approval had not been meant  
24 to limit the ability of the school children to access or leave the site to  
25 another property for the use of the property or in order to utilize other  
26 facilities at another location.

27  
28 The Commission agreed with Commissioner Maks' comment with  
29 regard to the intent of the Condition of Approval.

30  
31 Vice-Chairman Maks expressed concern with the phrase "except that  
32 which is approved by the City", and questioned whether this is  
33 enforceable by staff.

34  
35 Senior Planner John Osterberg discussed the future ability to enforce  
36 or administer this Condition of Approval as it is intended, adding that  
37 it is staff's opinion that this could not and should not occur for any  
38 Condition of Approval that would defer requests to have children use  
39 the property outdoors in violation of this condition, in that it would not  
40 be feasible to defer the issue to the Planning Director for example an  
41 administrative permit. He pointed out that in order to make such a  
42 request in the future, it would be necessary for the applicant to return  
43 to the Planning Commission for a Type 3 Modification of a Conditional  
44 Use Permit, emphasizing that the Development Code requires that any

1 modification or deletion of a Condition of Approval must be processed  
2 in the same manner and by the same hearing body that approved the  
3 original Condition of Approval.

4  
5 Vice-Chairman Maks clarified that even by leaving the language  
6 "except that which is approved by the City" in the Condition of  
7 Approval, the Planning Commission is the only authority granted to  
8 make a decision with regard to any revision or deletion of this  
9 condition.

10  
11 Mr. Osterberg concurred with Vice-Chairman Maks' clarification.

12  
13 Vice-Chairman Maks emphasized that any outside activity beyond  
14 ingress and egress such as a water fight, ice cream social, or going  
15 outside with the teacher, etc., would require an application and  
16 approval of the Planning Commission.

17  
18 Commissioner DeHarpport pointed out that this could be addressed as  
19 an item by item request, which would seem extremely laborious and  
20 ridiculous, adding that it should be possible to simply limit any outdoor  
21 activity to certain hours of the day.

22  
23 Mr. Naemura mentioned that staff has found the Commission does not  
24 have a full analysis or discussion on this before them at this time.

25  
26 Following a discussion, Vice-Chairman Maks indicated that there is a  
27 consensus that all members of the Commission understand that the  
28 applicant would have to submit an application to the Commission prior  
29 to any outdoor activity. He pointed out that it had been determined  
30 that the proposed sound wall would minimize any and all impacts and  
31 bring the project closer to compatibility, adding that the intent of  
32 Condition of Approval No. 5 has now been adequately addressed and  
33 would remain.

34  
35 Ms. Kirkman discussed loudspeaker system, observing that the  
36 purpose of this system is to address outside activities which are not  
37 permitted.

38  
39 Vice-Chairman Maks pointed out that while there is no need to utilize  
40 a loudspeaker system to call children inside if there are no children or  
41 activities occurring outside, he believes it may be necessary to use the  
42 loudspeakers to call these children in at the start of school.

1 The Commission unanimously concurred with Vice-Chairman Maks'  
2 opinion that this Condition of Approval should remain.

3  
4 Mr. Naemura reiterated that the application and enforcement of that  
5 condition would be consistent with the passage of students  
6 contemplated by Condition of Approval No. 5. He recommended a  
7 possible form of motion, emphasizing that the motion-maker should  
8 reaffirm the previous approval with respect to Condition of Approval  
9 No. 5.

10  
11 Commissioner Johansen **MOVED** and Commissioner Bliss  
12 **SECONDED** a motion to **REAFFIRM** the previous **DECISION** with  
13 respect to CU 2004-0002 – SW Hills Baptist Church Private School  
14 Conditional Use, and specifically to clarify intent with regard to  
15 Condition of Approval No. 5, as follows:

- 16  
17 5. ~~Prior to construction of a play area within the subject site, the~~  
18 ~~applicant shall obtain Design Review Two approval.~~ There shall  
19 be no outdoor activity on the subject site associated with the  
20 school use, ~~except that which is approved by the City.~~

21  
22 Motion **CARRIED**, unanimously.

23  
24 **APPROVAL OF MINUTES:**

25  
26 Minutes of the meeting of June 23, 2004, submitted. Observing that  
27 the minutes indicate that he was absent from this meeting,  
28 Commissioner Winter requested that the minutes be amended to  
29 reflect that he was in attendance. Johansen **MOVED** and  
30 Commissioner Bliss **SECONDED** a motion that the minutes be  
31 approved, as amended.

32  
33 Motion **CARRIED**, unanimously, with the exception of Commissioner  
34 DeHarpport, who abstained from voting on this issue.

35  
36 Minutes of the meeting of June 30, 2004, submitted. Commissioner  
37 Johansen **MOVED** and Commissioner Bliss **SECONDED** a motion  
38 that the minutes be approved as written.

39  
40 Motion **CARRIED**, unanimously.

BEFORE THE CITY COUNCIL  
FOR THE CITY OF BEAVERTON, OREGON

IN THE MATTER OF THE APPEAL OF )  
C.U.P.20-81/276: A REQUEST TO )  
LOCATE A CHURCH IN THE RESIDENTIAL )  
SINGLE FAMILY (R-7) ZONE - )  
J. PATRICK MITCHELL, APPLICANT; )  
SOUTHWEST HILLS BAPTIST CHURCH, )  
APPELLANT. )

ORDER NO.

C.U.P. 20-81/276/282

The above entitled matter came before the City Council on appeal at its regular meeting of July 27, 1981; and

The appellant, who is also the applicant, sought review of C.U.P. 20-81/276 by timely filing of its notice of appeal on July 22, 1981; and

The order appealed from approved the construction of two phases of a church on real property zoned Urban Standard Residential (R-7) described as Tax Lots 1000, 1001, 1801 and 1802, Map 1S1 28DB Washington County, Oregon, but denied the requests for the third phase and for exceeding the 30 foot height limitation and also required a 20 to 30 foot landscaped buffer zone, which denials and extra requirement were appealed by the applicant; and

The Council conducted an on the record hearing, and based on the information contained in the record and the argument at the hearing, it appeared that the appeal should be granted, subject to conditions; and

The Council adopts the Planning Department Staff Report dated May 27, 1981, attached as Exhibit "A" and incorporated herein, as its findings of fact and conclusions with the following additions:

Findings of Fact

1. Section B, Discussion, is amended by adding an additional paragraph:

Approving all three phases of the church under this conditional use permit will allow proper economic planning and more efficient building design. The site is a large one and served by S.W. Brockman, an arterial road; therefore, allowing a large church composed of three buildings would be compatible with the traffic volumes expected and with the neighborhood, especially with building design and proper parking landscaping approved by the Board of Site and Design Review.

2. Section E, Parking, is amended to read:

Ordinance 2050 (Section 86.7) requires that specific parking standards must be met for churches. This, as well as the building design, will be reviewed and approved by the Facilities Review Committee and the Board of Site and Design Review Board. The Board can also ensure that the parking lots adjacent to the residential areas (especially east and south) are adequately screened by landscaping to ensure compatibility with the neighborhood.

Not  
Completed  
until

2004

- 23 years  
after CUP approved

3. Section, H, Building Heights, is amended to read:

The applicants are proposing to exceed the maximum height limit of 30 feet. The sanctuary would be 40 feet high, while the social hall would be 35 feet high. The Zoning Ordinance specifies that to exceed the height limit, a conditional use permit is required.

Although the height of the residences in the area are limited to 30 feet, the building heights proposed do not greatly exceed the 30 foot limitation. The buildings will be set back from the residences because of parking and landscaping, thereby avoiding an adverse impact. Existing trees are 30 to 50 feet high which will also help make the building height compatible with the neighborhood. Design review by the Board of Site and Design Review will ensure compatible design for the neighborhood.

#### Conclusions

1. Conclusion 3 is amended to read:

Board of Site and Design Review can require adequate bufferring to ensure compatibility with the residential neighborhood, especially to the south and east.

2. Conclusion 7 is amended to read:

The three phases for church use will be compatible with the neighborhood with Board of Site and Design review approval and therefore complies with Ordinance 2050 and the General Plan.

3. Conclusion 8 is amended to read:

The request to exceed the height limitation for two buildings by five feet and 10 feet will be compatible with the neighborhood with Board of Site and Design Review approval now, therefore;

IT IS HEREBY ORDERED:

That the appeal of C.U.P. 20-81/276 is granted with regard to the three phases and the height limitations, and C.U.P. 20-81 is granted allowing construction of a three building church in three phases with one building 35 feet high and another building 40 feet high subject to the following conditions:

1. The proposed development must be reviewed and approved by the Board of Site and Design Review and the Facilities Review Committee.

2. The proposed roof design must be reviewed and approved by the Board of Site and Design Review.

3. The Board shall require adequate landscape buffering between the parking lots and the residential neighborhoods, especially to the south and east.

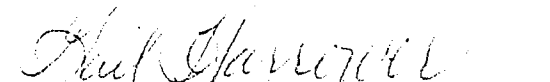
4. Typical hours of operation shall not begin earlier than 8:00 a.m. or extend past 9:00 p.m.

Dated this 17<sup>th</sup> day of August, 1981.

CITY COUNCIL FOR BEAVERTON,  
OREGON

ATTEST:

APPROVED:

  
GAIL HARROWER, City Recorder

  
JACK NELSON, Mayor

070

DATE 7/21/4

7/19/04

Annelie Struck  
9110 SW Pinto Ct  
Beaverton, OR  
Tel: 503 524-2490

To Planning Commission  
Church Application SW Baptist Church  
Ms Kirkman

I have lived in Beaverton over 30 years, moved to South Beaverton 6 years ago because I liked the established neighborhood. Over the last years the traffic has increased, especially from Sept. to June.

To get to Brockman from 130<sup>th</sup> and 135<sup>th</sup> in the morning and afternoon is a problem and another school in this area will greatly increase this problem, when many parents driving their children to and from school.

Also, will the school use the Park on 135<sup>th</sup> and Brockman for their outdoor activity?

I strongly urge, that you reconsider erecting a school at this site.

Annelie Struck

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**MEMORANDUM**  
**City of Beaverton**  
**Community Development**  
**Department**

*"make it happen"*

**To:** Planning Commission  
**From:** Sambo Kirkman, Associate Planner *SK*  
**Date:** July 14, 2004  
**Subject:** *SW Hills Baptist Church Private School Use (CU2004-0002)*

---

A hearing was held on April 21, 2004 for the SW Hills Baptist Church Private School Conditional Use application. During the hearing, the applicant had requested a continuance of the hearing to provide additional information on the proposal to the Planning Commission (Commission). The applicant has provided the revised narrative packet. The packet contains a revised traffic study, noise study, noise reduction plan, student schedule, and a designated outdoor area map. Staff has also included all new public comments received since the April hearing. The following is staff's response to the materials submitted.

***1. Revised Traffic Study:***

A revised traffic analysis has been submitted by Lancaster Engineering dated July 1, 2004 in response to concerns of the Commission of the possible impact of the development on the area of influence. The analysis found that the surrounding street system could, with no mitigations, adequately accommodate the traffic from this proposed development in the weekday morning and evening peak hours and would have a very minimal impact on the major intersections in the influence area of the site. Traffic counts showed the AM peak hour of SW Brockman to be between 7:15 AM and 8:15 AM. In the AM peak hour of the proposed school, 8:00 AM to 9:00 AM, the intersection of SW Brockman Road and SW 135<sup>th</sup> Ave is currently operating at Level of Service (LOS) C, with 18 seconds of delay, and would operate at LOS D, 29 seconds of delay, with the addition of the school traffic. The schools PM peak hour, between the hours of 3:00 PM and 4:00 PM, occurs before the street peak hour of 5:00 PM to 6:00 PM, and is forecast to operate at a LOC of B with 16 seconds of delay. The intersection would continue to operate at an acceptable level of service, based on Beaverton's Level of Service Standards (Development Code Section 60.55.25). Staff is in agreement with the findings of the analysis.

The applicant's letter of response dated July 7, 2004 states that they would like to adopt the recommendations of the Lancaster Engineering Analysis dated July 14, 2003, to restrict the traffic into and out of the driveways by creating one-way patterns. Staff is not in agreement with this due to the consequences of

concentrating traffic to only one-way in and out. Lancaster Engineering is now in agreement with staff and that was not an assumption of the July 7, 2004 analysis.

## **2. Noise Study**

The applicant has submitted a noise study outlining the proposed impacts of a private school to the surrounding area. The analysis has determined that the noise levels from the school will have virtually no additional impact on the residences from the existing surrounding noise. The noise study evaluated the noise level on June 3, 2004, the last day of school. The study states that the activities brought more children out on the site for activities. The study states this to be the "worst case" condition. However, the study did not indicate the type of activities and where they were located. Staff recommend the applicant submit additional information detailing the types and location of activities occurring that day in order for the Commission to determine how outside activities will affect the surrounding neighborhood. Without such information provided by the applicant, staff recommend that Condition No. 5 remain and that no outside activities occur on the subject site.

## **3. Student Enrollment**

In reviewing the applicant's student schedule, the applicant has requested that a maximum of 200 students be allowed on the subject site at one time with the maximum number of students enrolled to be 250. The number of students on the subject site as compared to the number of students enrolled affects mainly traffic issues. The revised traffic study has addressed the traffic impacts using the number of students enrolled and not the maximum number of students on the subject site. The findings provided above address the traffic analysis and staff's findings on its impact.

## **4. Outside Play Area**

The applicant requested that areas identified as No. 1 and 2 of their Exhibit F be designated their outdoor play areas. While the applicant has indicated that the noise activities under "worst case" condition included some outdoor activity, staff recommend additional information to confirm that the outside activity will not result in adverse impacts to the surrounding area. If the Commission finds that the applicant has provided adequate information to approve the outside activity areas, staff would recommend that Condition No.5 be revised to read as follows:

*Prior to construction of a play area within the subject site, the applicant shall obtain the necessary Design Review approval. The play area shall be allowed within the designated outdoor area.*

The applicant has not provided any additional information about play equipment to be located in these designated areas. In conversations with the applicant, current plans do not include adding play equipment. Therefore staff recommend additional review of the play equipment once the applicant is ready to include this amenity to the subject site.

Further, staff would recommend that to reduce potential noise impacts to the surrounding area, the following condition be included:

*The use of exterior loudspeakers shall be prohibited on the subject site Monday through Friday.*

While the applicant has an approved Conditional Use Permit for the subject site for the church facility, the applicant has indicated that the site will be used as a school between the hours of approximately 8 AM to 4 PM with some school uses occurring after hours. This warrants the condition prohibiting the use of loudspeakers outside the hours of the regular school hours as it will be difficult to determine the church uses from the school uses. The reduction of noise, by limiting the use of loudspeakers during the weekdays, will mitigate the impacts of the school to the surrounding neighborhood.

### **5. Conclusion**

While staff stands by the original recommendations found in the Staff Report dated April 14, 2004, the revised submittal package provided by the applicant will require additional conditions to meet the criteria for approval. Staff recommend the Commission consider the additional findings and conditions provided by staff.

If you have any additional questions or comments, please feel free to contact me at 503-350-4083.

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City of Beaverton  
Development Services

## SW Hills Baptist Church

### Private School - Conditional Use Permit

Beaverton, Oregon

**APPLICANT:**

Mr. David Cole  
SW Hills Baptist Church  
9100 SW 135<sup>th</sup> Ave  
Beaverton, OR 97008

**APPLICANT'S REPRESENTATIVE:**

Kenneth L. Sandblast, AICP  
*Planning Resources, Inc.*  
7160 SW Fir Loop, Suite 201  
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Tel: 503-684-1020  
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**PREPARED BY:**

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July 12, 2004

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planningResourcesinc.

9100 SW 135<sup>th</sup> Ave – SW Hills Baptist Church  
CONDITIONAL USE  
APPLICATION NARRATIVE

**Political Boundaries**

City Beaverton  
County Washington Co.

**Planning Information**

Neighborhood SOUTH BEAVERTON  
Urban Growth Boundary Inside  
Zip Code 97008

**Zoning**

Local Designation R7  
Minimum Lot Size Minimum land area of 7,000 sq. ft. for each dwelling unit.  
Maximum Height 30 ft. 35 ft. for buildings constructed on lots platted and/or annexed after January 1, 1998 that do not abut existing developed residential lots on two or more sides.  
Generalized Classification SFR - Single Family - lot sizes of 6500 to 8500 sq. ft.

**Environmental Findings**

Flood Plain (FEMA 100 yr.) Outside  
Watershed Basin TUALATIN RIVER  
Watershed Subbasin FANNO CREEK

**Service Providers**

Fire Protection Tualatin Valley Fire & Rescue  
Parks Tualatin Hills Park & Rec  
School District BEAVERTON No. 48J  
Sewer Clean Water Services District  
Water City of Beaverton

**Tax Assessment Details**

Tax Lot Number 1S128DB01801  
Mult. Co. Account No. R253683  
Tax Lot Size 4.81 acres  
Site Address 9100 SW 135TH AVE, Beaverton OR 97008

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Project Description, Vicinity and Aerial Maps.....	1-3
City of Beaverton Land Division Policies and Findings .....	4-10
City of Beaverton Comprehensive Policies .....	11-12

### Supplemental Maps, Illustrations and Exhibits

#### Exhibit A - Plan Set

Provided by: *Architect LA*  
503.231.1122

#### Exhibit B – Traffic Study

Provided by: *Lancaster Engineering*  
Todd Mobley, P.E.  
503.248.0313

#### Exhibit C – Noise Study

Provided by: *Daly-Standlee and Associates, Inc.*  
Kerrie Standlee, P.C.  
503.646.4420

#### Exhibit D – Noise Reduction Plan

Provided by: Mr. David Cole  
*SW Hills Baptist Church*  
503.524.3172

#### Exhibit E – Student Schedule

Provided by: Mr. David Cole  
*SW Hills Baptist Church*  
503.524.3172

#### Exhibit F – Designated Outdoor Area

Provided by: Mr. David Cole  
*SW Hills Baptist Church*  
503.524.3172

## PROJECT DESCRIPTION

### **Project Description:**

The applicant proposes to use the church and classroom complex for a private school during normal school hours of 8:00 AM to 3:30 PM on Monday, Wednesday and Friday and a co-operative school will operate on 8:00 AM to 3:50 PM Tuesdays and Thursdays. School hours for all days include time estimated for student arrival and departure. The private school (grades 1-12) and the co-operative school would include Kindergarten through Grade 12. The staff for the new private school will include between 13 and 15 teachers and administrators. Six to 8 persons will be employed full-time; the rest will work less than 20 hours per week.

The private school and the co-operative school population will not exceed a maximum of 200 students at any one time. The expected enrollment for the school is 250 students and the actual attendance at any one time is 200 students. The majority of students will arrive Monday, Wednesday and Friday at approximately 8:20 to 8:40 AM. Please see Exhibit E for the Student Schedule outlining the arrival, departure, and break times. The expectant student arrival for approximately 50 students arriving on Tuesdays and Thursdays will be 8:15 AM to 8:30 AM, 100 between 9:30 and 10:00 AM (please see Exhibit E for Student Schedule).

In summary, the Noise Study (please see Exhibit C) supplied by *Daly-Standlee and Associates, Inc.* found that the only time noise associated with the proposed school is expected to raise the ambient levels of homes located around the church is during times when vehicles are dropping off and picking up students. The amount of increase was measured at a level of 3dB which is considered acoustically insignificant.

There is presently a grassed area west of the existing building (see Exhibit F) that will be used as an outdoor area for children. There are no outdoor classes scheduled but some classes may be held outside if the instructor determines that being outdoors will enhance student understanding of a subject matter. There is a small park directly across 135<sup>th</sup> that can be used as a play area. Furthermore, there are large indoor areas that can be used as small group plays areas. There will be no physical education classes on the curriculum therefore students will not have physical education outside.

No structural changes are proposed to the existing building and changes to the site layout are proposed only to the extent of satisfying requirements, e.g. bicycle parking, and adding landscaping, which is currently under construction. Parking required for the school use is available in the church parking area, which would not be used for services during school hours.

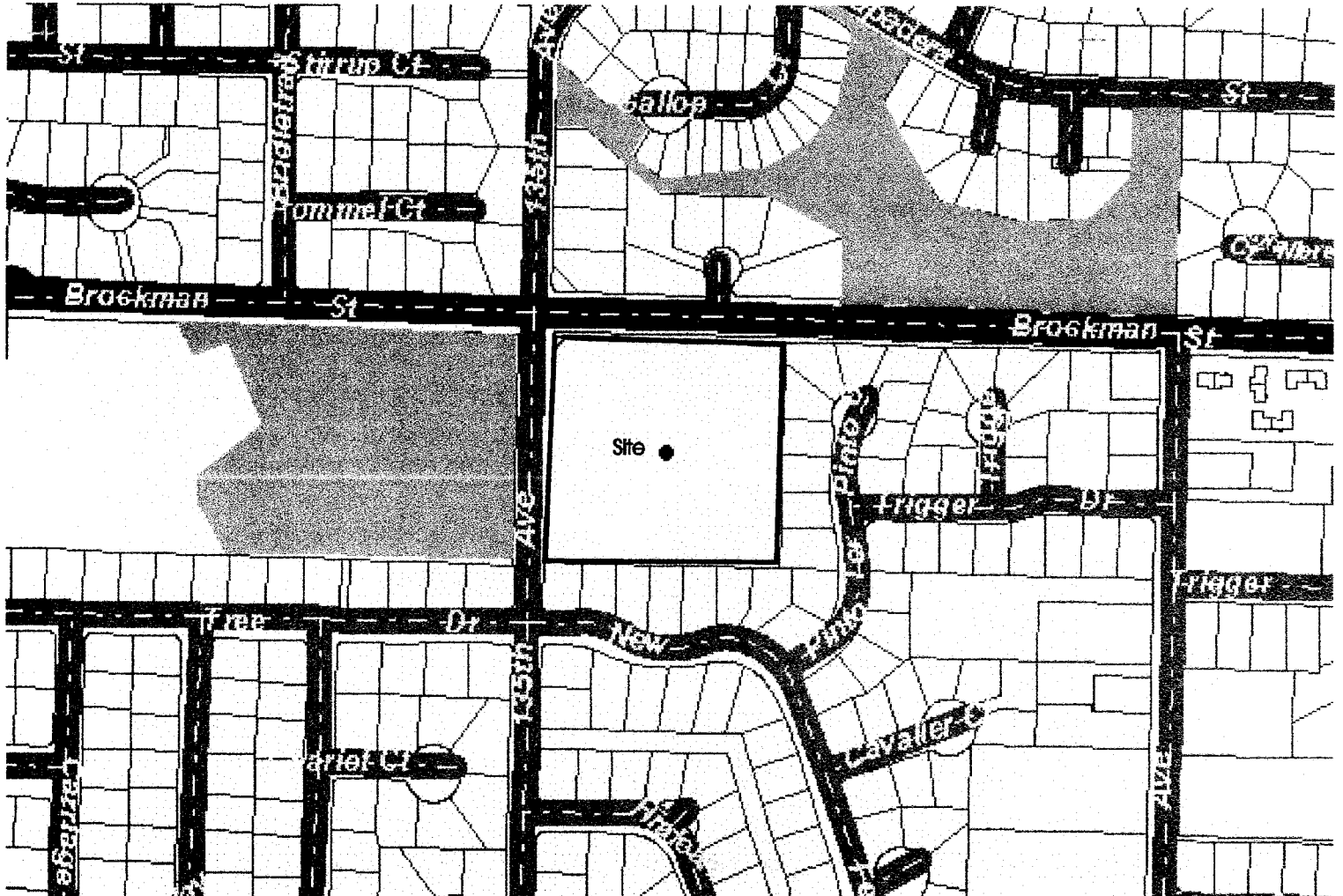
In addition to the existing facilities for parking, 3 new bicycle racks that hold 7 bicycles each for an additional 21 bicycles is currently under construction.

### **Existing Conditions:**

The site is located on the east side of S.W. 135<sup>th</sup> Avenue (City street designated "Collector"), south of Brockman Avenue (City street classified as an "Arterial"). The site is generally flat, occupied by a church facility approximately 20,000 square feet in area, including the sanctuary complex, lobby, and classroom complex. Parking for 157 vehicles, including 8 handicapped spaces is provided south and east of the building. Landscaping has been installed, complimenting the building and existing trees, and providing buffering and screening for adjacent properties.

The site includes a grove of trees identified as "significant" by the City. No changes to undeveloped portions of the site are proposed at this time and no trees are proposed to be removed.

and utilities already serve the existing church facility on the site and no additional utilities will be necessary for the new use.



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**Figure 2: 2002 Aerial Photograph**

# FINDINGS

## **APPROVAL CRITERIA:**

City of Beaverton's Zoning Code:

- Chapter 20 – Land Uses
- Chapter 40 – Permits and Applications
- Chapter 60 – Special Regulations

Comprehensive Plan:

- Chapter 3 – Land Use Element
- Chapter 5 – Public Facilities and Services
- Chapter 6 – Transportation
- Chapter 8 - Environmental

## **APPLICANT'S REQUESTED APPROVAL:**

Approval for a conditional use permit

## ***Applicable Criteria and Standards***

### ***City of Beaverton Land Use Code***

#### ***Chapter 20 Land Uses***

#### ***20.05.15. B Urban Standard Density (R-7) District***

#### **Applicant's Response**

The site is zoned R-7. Churches and educational institutions, including private schools, are allowed as conditional use permits (20.05.15.2.B.5 & 7) subject to requirements of Section 40.03 and 40.15 and, if a new building or addition to existing structures is proposed, Section 20.05.50 Site Development Standards.

Requirements of Section 40.03 and 40.15 are discussed in a following section of this narrative. Section 20.05.50 does not apply because no changes to the structure or site are proposed.

### ***Chapter 40 Permits & Applications***

#### ***40.03 Facilities Review Committees***

#### **Applicant's Response**

- 1) This application is for a conditional use permit, all facilities and services supporting the use now will continue to serve the site.
- 2) Facilities and services in use now will continue to be used. The level of essential services available will not be expected to change upon approval of the conditional use permit.
- 3) Chapter 20 regulations are addressed herein.
- 4) Chapter 60 regulations are addressed herein.
- 5) The maintenance of the facility is now and will continue to be adequate to serve the site and for the permit requested through this application.
- 6) The vehicular access and circulation relating to safety and efficiency on site has been reviewed and findings are available via a Traffic Impact Study performed by *Lancaster Engineering* (please see Exhibit B). The report is a part of this application package.

- 7) The vehicular circulation on site relating to connections to existing transportation system has been reviewed and findings are available via a Traffic Impact Study performed by *Lancaster Engineering*. The report is a part of this application package.
- 8) Structures and public facilities and services serving the site will not change as a result of this application.
- 9) There will be no changes to the grading and contouring of the site.
- 10) Changes made to the parking facility will incorporate access for physically handicapped people.

#### **40.15 Conditional Use**

##### **Applicant's Response**

The addition of a private school is one facet of the ministry of the church and expands existing programs for young people offered by the church. Presently, the church offers its premises for two days a week for a program geared for home-schooled children. The proposed school would operate for three days per week (Monday, Wednesday and Friday) and the home school program would continue on the alternative two days per week (Tuesday and Thursday). The conditional use permit is requested to authorize both school uses. The home-school co-op operating on Tuesday and Thursday offers classes to a total of 135 current students who typically take one to three classes each. The students are free to choose more than one class at a time but the majority only attend the co-op for 1 class per quarter to supplement home schooling.

The City believes that the private school is a new use on the site as per Section 40.15.15.4.A. This being the case, the following narrative will respond to approval criteria for a new conditional use, as outlined in Section 40.15.15.4.C, which are identical to approval criteria for a major modification.

Review for either a new permit or major modification to an existing conditional use permit utilizes the Type 3 procedure, which means that the Planning Commission will be the decision-making authority (Sec. 40.15.15.2.B and 40.15.15.4.B).

Approval criteria for a conditional use are listed in Section 40.15.15.4.C:

#### **Section 40.15.15 (4) (C) – Conditional Use**

##### **Applicant's Response**

The proposed private school, including the home school cooperative, satisfies all requirements of this section, as explained in the following responses to approval criteria:

*Criterion 1. The proposal satisfies the threshold requirements for a Conditional Use application.*

##### **Applicant's Response**

The City staff considers the proposed private school as a new use of the premises and subject to requirements of Section 40.15.15. As noted previously, Section 40.15.15.2.A.3 requires review of an approved conditional use permit when site trips increase. The Traffic Impact Analysis prepared by *Lancaster Engineering*, notes that the addition of a private school use in the existing church facility will increase vehicle trips. Although data contained in the report has found that the school hours are proposed to begin after the classes have started in surrounding school, and will finish after classes finish at surrounding schools. As discussed in this narrative herein, the school use will occupy an existing building and utilize an existing parking area, during hours when these facilities are not otherwise utilized for church activities involving large

groups of persons, e.g. regular worship services or mid-week evening meetings, that would create conflicts with traffic or parking on the site.

*Criterion 2. All City application fees related to the application under consideration by the decision making authority have been submitted*

**Applicant's Response**

Appropriate fees were submitted with the application. This criterion is satisfied.

*Criterion 3. The proposal complies with the applicable policies of the Comprehensive Plan.*

**Applicant's Response**

Applicable Comprehensive Plan policies are reviewed in a following section and demonstrate that the proposal is in compliance. The City requires an analysis of Comprehensive Plan policies, this application includes a discussion that demonstrates that the proposed private school is in conformance.

*Criterion 4. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.*

**Applicant's Response**

An existing church facility and parking area occupy the site. The building has a total occupant load of 1,104 persons in 20,869 square feet, allowable under the building code. The school is proposed to have a maximum of 200 students at any one time, well within the allowable occupant load of church facilities.

Church Facilities:

	Size of area	Occupant Load*
Classroom Complex (2001 addition to church facilities)	9,061 square feet	354 persons
Sanctuary Complex	9,888 square feet	475 persons
Lobby Area (2001 addition to church facilities)	1,920 square feet	275 persons
Total	20,869 square feet	1,104 persons

\*Note: This is the maximum occupant load as calculated by the Building Code.

The proposed school will operate weekdays, when the church facilities are not regularly committed to other uses. The Church's conditional use permit allows activities between 8 AM and 10 PM. The regular schedule for church meetings includes Sunday worship services at 9 AM and 10:45 AM. Other meetings occur on almost every weeknight, with the occasional daytime meeting. Generally speaking, meetings during the day generate attendance ranging from 10-20. The Church maintains regular office hours from 8:30 AM to 4 PM, Monday through Thursday, with a staff of 7-8 (pastoral and support staff).

There are 157 parking spaces on the site, including 8 handicapped spaces. Parking required for the church complex is a minimum of 118, based upon findings from the 2001 approval for the building addition. Required parking for the school will be available in the existing parking lot, as described in the following section of this narrative responding to Section 60.30.10.5 (parking). Therefore, no conflict between use of the facilities for the school and church is anticipated.

Furthermore, traffic flow during school hours will be directed by the findings of the Traffic Impact Study performed by *Lancaster Engineering* (see Exhibit B).

*Criterion 5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate development of properties in the surrounding area of the subject site.*

**Applicant's Response**

Effects on surrounding properties are expected to be minimal. Likely expected effects of a new school are noise and traffic. These potential impacts are minimized for this proposal in the following manner:

There will be limited outside play area and no physical education classes. The designated outdoor area (please see Exhibit F for a plan with designated outdoor areas) are limited to areas labeled 1 and 2. There will be some noise and commotion generated when children arrive and depart. This is unavoidable, but for a very limited time of day. Please reference Exhibits C and D for noise impact and noise reduction plan.

The School held a neighborhood meeting on August 18, 2003, as required by the City Code. The meeting minutes (attached) list concerns and comments, which are generally addressed in this narrative. In addition, the Church has made other efforts to reach out to neighbors, including putting the youth group to work cleaning up the neighborhood. We rented a dumpster and collected large throwaway items at no charge. We have offered free Christmas tree recycling (though we have suggested a donation of \$5) and the youth group will collect the trees. The Church will continue its efforts to maintain good relations with its neighbors.

*The application includes a Traffic Impact Analysis, prepared by Lancaster Engineering. According to the Traffic Impact Analysis, the proposed school will add 548 weekday trips. The un-signalized intersection of S.W. 135th and Brockman, and all site accesses to public streets, will continue to function at acceptable levels of service. Therefore, this criterion can be satisfied with a condition of approval that requires implementation of the recommended internal traffic flow plan.*

*6. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

**Applicant's Response**

Any additional documents that are required will be submitted as appropriate.

**Chapter 60 Special Regulations**

**60.30. OFF-STREET PARKING**

**Applicant's Response**

There are 157 vehicle parking spaces, including 8 handicapped spaces parking spaces on the site, and an existing bicycle rack with space for 7 bikes. An additional 3 racks are currently being constructed with 7 bike spaces each equaling 21 additional spaces for a total of 28 bicycle spaces on-site. These parking spaces satisfy the requirements for a church and are, for the most part, unused except on Sundays for services and evening meetings. The applicant believes that more than enough spaces are available during the week to accommodate the needs of the school, in addition to church pastoral and office staff and the occasional daytime meeting for the church.

Parking requirements are as shown in the following tables: Vehicle Parking Area Requirements/Availability.

Use	Required Parking Spaces	Available Parking Spaces
Church	Per seat, .25 min./ .8 max. 475 seats = 118 spaces min. to 380 spaces max.	157 spaces, inc. 6 H/C spaces
School	55 spaces total	
Elementary/Middle School	1 to 1.5 spaces per FTE staff ***	
High School	.2 to .3 spaces per FTE staff and students ***	

Bicycle parking is required for educational institutions, as indicated on the following table. No short-term spaces are required, only long term. For purposes of this calculation, it is assumed that Grades K-6 will have 20 to 25 students per classroom and Grades 7 to 12 will have 12 to 20 per classroom. There will be a maximum of 200 students on campus at any time, although the calculation in the following table will add up to more than 200 students because the largest potential class size is used for purposes of determining required spaces. The school's expected *enrollment* will be 250 students although there will only be a maximum of 200 students taking classes at any one time.

#### Bicycle Parking Area Requirements/Availability

Use	Required Parking Spaces	Available Parking Spaces
Church	Short Term: 1 space per 10,000 sq. ft. of floor area Long Term: 2 spaces	5-Short term 2-Long Term Lockers 21- Under construction
School	26 spaces required	
Elementary/Middle School	1 space per 9 students 190 students (est.) = 21 spaces	
High School	1 space per 18 students 80 students (est.) = 4 spaces	

Bicycle parking is located near the main entrance area. In addition to the existing facilities for bicycle parking, 3 new bicycle racks that hold 7 bicycles each for an additional 21 bicycles is currently under construction for a total of 28 spaces being provided.

## 60.55 TRANSPORTATION FACILITIES

### 60.55.10. General Provisions.

1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. ODOT facilities shall be designed consistent with state and federal requirements. Washington County facilities shall be designed consistent with County requirements.

### **Applicant's Response**

No new transportation facilities are proposed. This section does not apply.

2. At a minimum, the impacts of development on levels of service shall be mitigated to the standards in Section 60.55.25....

**Applicant's Response**

Section 60.55.25 calls for an overall minimum level of service standard for streets is Level of Service (LOS) "D", and LOS "E" for signalized intersections. According to the Traffic Impact Analysis, the unsignalized intersection of S.W. 135<sup>th</sup> and Brockman, and all site accesses to public streets, will function at a LOS "C".

3. Development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development.

**Applicant's Response**

The Traffic Impact Analysis recommends no improvements and none are proposed in this application.

4. The development plan shall provide and maintain safe access to and from each parcel of property and the public street system.

**Applicant's Response**

Please refer to the response to #2, above, and the Traffic Impact Analysis.

5. Where development or collective phases of development are projected to generate more than 1000 peak hour vehicle trips, mixing of land uses shall be considered, where zoning permits, as a method to reduce vehicle trips.

**Applicant's Response**

Not applicable as the proposed school will generate 160 PM School Peak Hour trips, 14 PM Peak Hour trips, and a total of 548 weekday trips (Traffic Impact Analysis, July 1, 2004 page 3 of 9).

6. Traffic Management Plan. Where new development will add 20 or more through trips in an hour on a residential neighborhood route or residential local street....

**Applicant's Response**

Not applicable as new trips will be directed to an arterial and a collector street.

7. Traffic Impact Analysis. Each application for land use or design review approval shall include a "Traffic Impact Analysis" as defined in Chapter 90 and required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its potential impact to the existing and future local transportation system as well as the regional transportation system.

**Applicant's Response**

A Traffic Impact Analysis prepared by Lancaster Engineering is submitted as part of this application. The report determined that the proposed school will generate 548 weekday trips and that LOS "C" can be maintained at the intersection of S.W. 135<sup>th</sup> and Brockman Avenue, as well as at site access driveways.

Note: The remainder of Section 60.55 deals with construction of various transportation related facilities. No new streets or driveways or any other facility is proposed, except for bicycle parking. New bicycle parking is shown on the proposed site plan and will comply with applicable space and design requirements. Bicycle parking is located near the main entrance area.

#### **60.60. TREES AND VEGETATION.**

##### **Applicant's Response**

The Southwest Hills Baptist Church understands that there is a grouping of trees on the site considered significant by the City. No trees are proposed to be removed.

#### **60.65. UTILITY UNDER GROUNDING**

##### **Applicant's Response**

No changes are proposed for the site, other than addition of bicycle parking or landscaping along specific areas of the property line as requested by neighbors. Therefore, this provision should not be applied.

## **Comprehensive Plan Policies**

A Comprehensive Plan is intended to provide policy guidance and does not generally establish standards and criteria for review of a specific development. Also, once a Comprehensive Plan and implementing ordinances are acknowledged, it is presumed that standards and criteria are provided in the implementing ordinances. The City has identified policies and goals in certain Elements and sections that should be addressed in the application narrative. A discussion of the identified Elements and sections is presented in the following section of this narrative.

### **Chapter 3 Land Use Element**

#### *3.13 Residential Neighborhood Development*

*3.13.1 Goal: Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.*

#### *3.13.3 Standard Density Residential*

*3.13.3 Goal: Establish Standard Density Residential areas to provide moderate sized lots for typical single-family residences with private open space.*

##### **Applicant's Response**

The Southwest Hills Baptist Church is a use that supports the goal of establishing and maintaining a "safe, convenient, attractive and healthful" residential area by adhering to site development standards, such as landscaping. It also provides relief in the layout of an area generally developed with subdivisions designed to maximize density. Aesthetically, the building and associated site development for the church supports the overall goal of the Land Use Element.

The Southwest Hills Baptist Church also provides a community in its own right, a community of faith. People with shared values come together, educate their children, and participate in worship and service. This supports the livability of Beaverton.

The addition of a school to the church use already approved supports the overall mission of the church. There will be no changes to the building, no additional parking, no removal of trees. The facility will remain as an aesthetically pleasing open space in the sea of subdivisions. In the sense that the church itself is a community, the expansion of the use to include the school adds another opportunity for a gathering of the faithful to learn about the history and teachings of the Bible along with secular subjects.

Therefore, by compliance with requirements of the City's codes, the church, as a development, supports the goals and policies of the Comprehensive Plan. As a community member, the church and the school, support goals and policies that call for neighborhoods and neighborliness.

## **Chapter 5 Public Facilities and Services Element**

### **5.4.1 Adequate Stormwater Management**

*5.4.1 Goal: Ensure long-term provision of adequate storm water management within existing City limits and areas to be annexed in the future.*

### **5.5.1 Adequate Water Service**

*5.5.1 Goal: The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.*

### **5.6.1 Adequate Sewer Service**

*5.6.1. Goal: The City shall continue to cooperate with CWS to ensure long-term provision of an adequate sanitary sewer system within existing City limits and areas to be annexed in the future.*

### **5.7.1 Educational Facilities & Services**

*5.7.1 Goal: Cooperate with the Beaverton School District in its efforts to provide the best possible educational facilities and services to Beaverton residents.*

### **5.8.1 Adequate Parks & Recreational Facilities**

*5.8.1 Goal: Cooperate with THPRD in implementation of its 20-Year Comprehensive Master Plan and Trails Master Plan in order to ensure adequate parks and recreation facilities and programs for current and future City residents.*

### **5.10.1 Adequate Fire & Emergency Medical Services**

*5.10.1 Goal: Cooperate with TVF&RD to insure adequate fire and emergency medical services for the current and future residents of the City.*

### **Applicant's Response**

Public Facilities goals and policies generally require the City or other agencies to ensure that services are available and adequate. This is accomplished through the process of reviewing applications.

In this situation, the Southwest Hills Baptist Church has a conditional use permit, recently issued when the addition was constructed, and public facilities were considered through that review. No change is now proposed that would alter the public water, public sanitary sewer, or storm water facilities. No residential development is proposed that would require additional park or recreational facilities. The building has already been approved by the TVF&RD and any interior changes needed to accommodate the school would undergo a review for compliance with applicable building and fire codes.

The private school proposed by Southwest Hills Baptist Church would complement activities and services provided by the Beaverton School District. Classes and instructional methods would emphasize subjects of particular interest to parishioners (e.g. Greek) that may not be offered in a public school that must meet the needs of the general community for a basic education.

Therefore, although there is little that the Southwest Hills Baptist church can do to ensure that public facilities and services are adequate throughout the community, within its own sphere of influence it has complied with codes requiring connections to available utilities and building design and construction methods to promote safety. These goals and policies are supported.

## **Chapter 6 Transportation Element**

*6.2.1. Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.*

*6.2.2. Goal: A balanced transportation system.*

6.2.3. Goal: A safe transportation system.

6.2.4. Goal: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.

#### **Applicant's Response**

The Southwest Hills Baptist Church complies with the goals and policies to the extent possible, by endeavoring to provide a safe and convenient movement of traffic on its own site and on surrounding streets. A Traffic Impact Analysis prepared by *Lancaster Engineering*, originally dated July 14, 2003 and a revised analysis dated July 1, 2004 is part of this application. This report identifies no concerns with capacities for adjacent streets.

The Southwest Hills Baptist Church will encourage car-pooling for students and faculty and will install required bicycle parking, utilizing both strategies to provide alternatives to single occupancy vehicle travel. On the small scale within its purview, the proposed school use supports transportation system goals and policies.

### **Chapter 8 Environmental Quality & Safety Element**

#### **8.4 Noise**

8.4.1. Goal: Create and protect a healthy acoustical environment within the City.

#### **Applicant's Response**

The Southwest Hills Baptist Church complies with the goals and policies by recognizing and limiting potential noise impacts upon neighboring properties. Noise from drop off/retrieval of children (vehicles, doors opening and closing, children's voices) will be limited to a relatively short time around 8:30 AM and 3:00 PM, and 12 noon to 1:00 PM. Instructors are expected to arrive prior to 8:30 AM and leave about 3:30 PM. These are hours when a certain level of activity, and associated noise, is common and expected for all uses in the community.

The Southwest Hills Baptist Church has also made an effort to reach out to its neighbors to work out specific needs and concerns. Several neighbors have requested additional landscaping as a buffer; other neighbors have no concerns or do not wish additional screening.

School activities are anticipated to occur during "normal business hours" and any evening meetings will be within the time limit of 10 PM established for the Church's approved conditional use permit. Therefore, the proposed school will support this goal.

The enclosed report prepared by *Daly-Standlee and Associates, Inc.* (see exhibit C) concludes that the amount of increase in noise levels at the residences is expected to be less than 3 dB, which is considered acoustically insignificant.

### **Conclusion**

The foregoing narrative describes the proposed private school proposed by Southwest Hills Baptist Church, to be accommodated within its existing facilities. The school use is organized in two parts, a private school meeting three days per week (Monday, Wednesday and Friday) and a home school cooperative meeting on the remaining two days (Tuesday and Thursday). The school use, in its entirety, conforms to applicable criteria and standards identified in the Zoning Code, and supports applicable goals policies of the Comprehensive Plan. Therefore, the applicant requests approval of this conditional use permit to allow a private school.





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July 1, 2004

Dave Cole  
10270 SW Davies Road  
Beaverton, OR 97008

*RE: Southwest Hills Baptist Church School traffic study update*

Dear Dave:

We have completed our revision to the traffic impact study for the Southwest Hills Church school facility following the comments received from the Planning Commission. The findings of the revised analysis are reported in this letter, and supporting data is included in the attached technical appendix.

It is our understanding that although the original proposal has not changed, there have been some clarifications, which will require an update to the analysis in order to better understand the impact of the proposed school on the surrounding street system. Also, the original analysis has been supplemented, based on comments discussed at the Planning Commission hearing. The original proposal of a maximum of 200 students on the site at any time remains the same as in the original study. These students will attend classes at the church on Mondays, Wednesdays, and Fridays. There is an existing co-op school with classes on Tuesdays and Thursdays. There will be no overlap in classes between the existing co-op students and the students from the proposed school.

The school plans to have no more than 200 students on site at any given time. Because some students will not attend the entire day, the actual *enrollment* of the school may be higher. Given the school's planned schedule and attendance, it is expected that with an actual enrollment of 250 students, no more than 200 would be on site at any given time. This clarification is made to address previous concerns regarding the difference between enrollment (number of students on the school's roster) and attendance (number of students on site at a given time).

New manual traffic counts for the study intersections were taken on a Thursday, which is when the co-op students attend classes, and would therefore reflect the number of students attending the co-op school. Typically, about 50 students arrive during the morning and depart during the afternoon. Since the Thursday traffic counts were also used to estimate the number of additional school trips during a typical Monday, Wednesday and Friday, these 50 students were



Dave Cole  
July 1, 2004  
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removed from the traffic counts to estimate existing traffic conditions on the roads before the impact of the school. Then the full enrollment of 250 students was added to estimate the impact of the school.

There are two other schools in the vicinity of the site. The Hiteon Elementary school is located to the west of the site on Brockman Street. Classes at the elementary school start at 8:00 AM and end at 2:35 PM. In addition, the Southridge High School is located on 125<sup>th</sup> Avenue south of Brockman Road. Classes begin at 7:45 AM and end at 2:30 PM. Both school years end on June 15<sup>th</sup>. Since the traffic counts were taken on May 27<sup>th</sup>, the counts include traffic from both existing schools.

The peak traffic period for a school typically is expected to begin about a half hour before the start of classes and end about 15 minutes after the start of classes. The traffic counts showed a peak period during the morning from 7:15 to 8:15. This is consistent with the expected traffic patterns for the existing schools. By 8:15 AM, most of the school traffic had dissipated.

During the afternoon period, the traffic volumes are expected to peak starting about the end of classes with the peak extending for about a half hour. Due to after-school activities and because it takes longer to pick up students than drop off students, the peak period can extend for longer periods of time in the afternoon. However the highest volumes are still anticipated shortly after classes end. Again, the traffic counts reflected this pattern.

Because the proposed school will be starting and ending at different times than the existing schools, the peak church school traffic will not coincide with the peak traffic from the other schools. To ensure an accurate analysis, the analysis peak periods were chosen to coincide with the peak traffic from the proposed school. The proposed school will start at 8:40 AM, therefore the peak hour used for the analysis was from 8:00 to 9:00 AM. The proposed school will end at 3:30 PM and the peak hour chosen for the analysis was from 3:00 to 4:00 PM. These are the periods that will show the greatest impact from the proposed school.

#### *Trip Generation and Distribution*

As with the original traffic report, the trip rates from another church school, the Grace Community Church, were used to estimate the number of trips that would be generated by the



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proposed Southwest Hills school<sup>1</sup>. Details of the Grace Community Church trip rates were discussed in the addendum to the original traffic report, but will be repeated here.

The Grace Community Church is currently located at Sagert Street and 72<sup>nd</sup> Avenue in Tualatin, Oregon with new facilities proposed for construction at Norwood Road and Boones Ferry Road. The Grace Church project proposed a private school and day care. The school was proposed to open with 150 students and would eventually accommodate a maximum population of 1,200 students. The trip rates for the student portion of the total population were separated from the trip rates for the day care portion and the school trip rates were used in the original SW Hills Baptist Church traffic report.

<b>TRIP GENERATION SUMMARY</b>			
<b>Southwest Hills Baptist Church School</b>			
	<u>Entering Trips</u>	<u>Exiting Trips</u>	<u>Total Trips</u>
<i>250 Students</i>			
AM Peak Hour	91	47	138
PM School Peak Hour	75	85	160
PM Peak Hour	5	9	14
Weekday	274	274	548

The original trip distribution was determined based on the residences of the members likely to enroll children in the school. A slight modification was made to the original trip distribution to account for the church members who would use 130<sup>th</sup> Avenue to and from the site. Otherwise, the trip distribution from the original traffic study was used for this report.

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<sup>1</sup> Since the time of the original report, the latest edition of *TRIP GENERATION* has been published and includes trip rates for land-use code 536, *Private School (K-12)*. The Manual's trip rates are in general agreement with the trip rates derived for the Grace Church school, therefore these trip rates were continued throughout this report. The ITE trip generation worksheet is included in the attached technical appendix.



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### *Operational Analysis*

There is some development occurring in the vicinity of the site. The Sexton Mountain Village (which includes the Haggen grocery store) and the Sexton Crest residential development have been approved, but are not completed yet. Data from these developments were obtained from the traffic studies for these projects and were used in the calculation of the background traffic at the site.

There is considerable other development in the Cities of Beaverton and Tigard, however, any traffic studies for these other developments would not show the impact of those developments on the roads near the site. Therefore, to account for these other developments, a background growth rate was used on the study area roads. Consistent with the original report, a background growth rate of three percent per year was used for a period of one year. However, this rate is expected to be somewhat higher than actual growth, particularly when combined with the addition traffic specific to Sexton Mountain Village and Sexton Crest. The year 2000 traffic counts in the Sexton Mountain Village traffic study show a growth of about two percent per year along Brockman Road when compared to the latest 2004 counts conducted for this project.

To determine the level of service of the study intersections, the unsignalized intersection methodologies from the *HIGHWAY CAPACITY MANUAL* (HCM), published in 2000, were used. The level of service can range from A, which indicates very low delays, to F, which indicates high delays and typically congested conditions. Section 65.55.10(7) of the City of Beaverton's development code requires unsignalized intersections to operate with an average control delay not to exceed 45 seconds per vehicle. This equates to level of service E.

A delay study was performed at the intersection of Brockman Road and 135<sup>th</sup> Avenue during the morning peak hour to determine the actual delay per vehicle under existing conditions. The results of the delay study closely agreed with the results of the HCM analysis. Therefore, the HCM methodology was used without any adjustment to determine the level of service at the study intersections.

The delay study was broken into half hour intervals to show the effect of the existing school traffic on the intersection operation. During the first 30-minute period, from 7:30 to 8:00, the results showed an average vehicle delay of 22 seconds per vehicle. During the next 30-minute period, the delay decreased to 20 seconds per vehicle and during the last analysis period, from 8:30 to 9:00 when the proposed school would impact the roadways, the delay decreased further to 18 seconds per vehicle. It should be noted that the last two intervals, from 8:00 to 9:00,



Dave Cole  
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are the intervals that should be compared to the results of the HCM analysis. This indicates that while there is some delay associated with the existing schools, the impact of the existing schools on the study intersections has decreased by the time the proposed school starts classes and develops their impact on the nearby intersections.

The results of the capacity analysis showed that the unsignalized intersection of Brockman Road and 135<sup>th</sup> Avenue is currently operating at level of service C during the morning and afternoon time periods when the church school is expected to affect the operation of the intersection. The level of service describes the delay experienced by the traffic on 135<sup>th</sup> Avenue. During the morning, the highest delays are experienced by the northbound traffic, while during the afternoon, the highest delays are expected for the southbound traffic on 135<sup>th</sup> Avenue. The level of service does not change for background traffic conditions, but becomes D during both the morning and afternoon periods with the addition of the school trips.

The unsignalized intersection of Brockman Road and 130<sup>th</sup> Avenue is presently functioning at level of service C during the morning period when the church school begins classes and B during the afternoon period when the church school lets out. These levels of service refer to the delays experienced by the northbound traffic on 130<sup>th</sup> Avenue. The level of service does not change by the year 2005. With the addition of the school trips, the level of service remains C during the morning period and becomes C during the afternoon period.

The unsignalized intersection of Brockman Road and the church driveway is currently functioning at level of service C during the morning period and B during the afternoon period. These levels of service refer to the delay experienced by the northbound traffic exiting the church. By the year 2005, the intersection will be functioning at C during both periods. The addition of the school trips will change the level of service to D during the morning period, but the afternoon level of service will remain the same.

Because 135<sup>th</sup> Avenue is a low-volume road, the church driveway is presently operating with very low delays. The level of service is A for both the morning and afternoon periods when the school is expected to impact the roadways. The level of service describes the delay experienced by the westbound traffic exiting the school. The level of service does not change for background conditions or with the added trips from the school.

All study area intersections operate well within the City of Beaverton operational standard of a maximum of 45 seconds or control delay. The results of the capacity analysis are summarized in the table on the following page.



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**LEVEL OF SERVICE SUMMARY**  
**Southwest Hills Baptist Church School**

	AM Peak Hour		School Peak Hour	
	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>
<i>Brockman Road &amp; 135<sup>th</sup> Avenue</i>				
Existing Conditions	C	18	C	18
Background Conditions	C	20	C	19
Background + Site	D	29	D	29
<i>Brockman Road &amp; 130<sup>th</sup> Avenue</i>				
Existing Conditions	C	17	B	13
Background Conditions	C	20	B	14
Background + Site	C	21	C	16
<i>Brockman Road &amp; Site Driveway</i>				
Existing Conditions	C	19	B	14
Background Conditions	C	21	C	16
Background + Site	D	29	C	19
<i>135<sup>th</sup> Avenue &amp; Site Driveway</i>				
Existing Conditions	A	9	A	9
Background Conditions	A	9	A	9
Background + Site	A	9	A	9

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

*Queuing Analysis*

The queue lengths were calculated for the westbound queues at the intersections of Brockman Road at 135<sup>th</sup> Avenue and Brockman Road at the church driveway to determine if the queues would interfere with the operation of the nearby intersections.



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The westbound left-turn lane at Brockman Road and 135<sup>th</sup> Avenue has about 100 feet of storage for left-turning vehicles. This is sufficient to hold about four cars, assuming 25 feet per waiting vehicle. The center turn lane at the driveway onto Brockman Road has a length of about 125 feet or five vehicles, not including the taper length.

From the videotape of the intersection, there was only one vehicle in the left-turn lane at any time during the morning peak period at the Brockman Road/135<sup>th</sup> Avenue intersection.

Major street left-turn queue lengths are typically estimated from the two-minute rule used in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS* (the Green Book), published in 2001 by the American Association of State Highway and Transportation Officials (AASHTO). The Green Book calls for a queue storage adequate for two minutes of vehicle arrivals. However, the two-minute rule assumes a random arrival pattern and school traffic patterns tend to peak over a shorter interval than many other types of development. To account for the significant peaking expected for the school traffic, a three-minute rule was used for the westbound left-turns.

Using the three-minute rule, the AASHTO Green Book calculated a maximum of three vehicles in the westbound queue at Brockman Road and 135<sup>th</sup> Avenue and one vehicle in the westbound queue at Brockman Road and the church driveway for existing conditions. The addition of the school trips does not increase the calculated queue length of three vehicles at the Brockman Road/135<sup>th</sup> Avenue intersection, but does increase the westbound queue length at the church driveway to two vehicles.

The storage for the westbound left turns at Brockman Road and 135<sup>th</sup> Avenue is sufficient for the expected number of school vehicles. The storage for the westbound left-turning vehicles at the church driveway on Brockman Road is also sufficient for the school traffic.

### *Sight Distance*

Sight distance was measured at the church driveways onto Brockman Road and 135<sup>th</sup> Avenue. In accordance with guidelines from the AASHTO Green Book, sight distance was measured at a point 15 feet from the edge of the travel lane from a driver's eye height of 3.5 feet to an object height of 3.5 feet.



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The posted speed on Brockman Road is 35 mph, requiring at least 390 feet of sight distance in both directions. To the east, measured sight distance was about 490 feet. To the west, sight distance was in excess of 1,000 feet. Therefore, sight distance was determined to be adequate for the driveway onto Brockman Road.

On 135<sup>th</sup> Avenue, the posted speed is 25 mph, which requires a minimum of 280 feet of sight distance in either direction. Sight distance was measured about 365 feet to the north and in excess of 350 feet to the south. Sight distance was determined to be adequate for the church driveway onto 135<sup>th</sup> Avenue.

Sight distance was also examined for the northbound and southbound approaches at the Brockman Road/135<sup>th</sup> Avenue intersection. As discussed previously, the required minimum sight distance is 390 feet. The sight distance at the northbound approach was measured at 435 feet to the east and in excess of 500 feet to the west. At the southbound approach, sight distance was measured at 420 feet to the east and in excess of 500 feet to the west. Sight distance is adequate for both the northbound and southbound movements.

### *Summary*

The church's school classes are proposed to begin after the start of classes at either the nearby elementary school or high school and will end after the finish of classes at these schools. Therefore, the church's school traffic will be added to the roadways after the peak traffic from the existing schools has dissipated. Because the church school's impact is during the off-peak period, the intersection operation is more favorable and all of the study intersections can achieve level of service D or better for all scenarios, which clearly satisfies the City of Beaverton's level of service standard of E or better (maximum of 45 seconds of average delay).

All of the westbound left-turning queues, either existing or generated by the addition of the church school traffic, can be accommodated with the existing left-turn lane storage at both the Brockman Road/135<sup>th</sup> Avenue and Brockman Road/church driveway intersections. The westbound queues generated by the site will not disrupt the traffic flow on Brockman Road.

Sight distance at the church driveways on Brockman Road and 135<sup>th</sup> Avenue was determined to be adequate for exiting site traffic. Sight distance at the intersection of Brockman Road and 135<sup>th</sup> Avenue was also satisfactory for the northbound and southbound traffic movements.



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July 1, 2004  
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No mitigations are recommended for the proposed school. If you have any questions about this study or the original study, please do not hesitate to call me.

Yours truly,

Catriona Sumrain  
Engineering Technician

cc: Rick Elzinga, Southwest Hills Church  
Ken Sandblast, Planning Resources



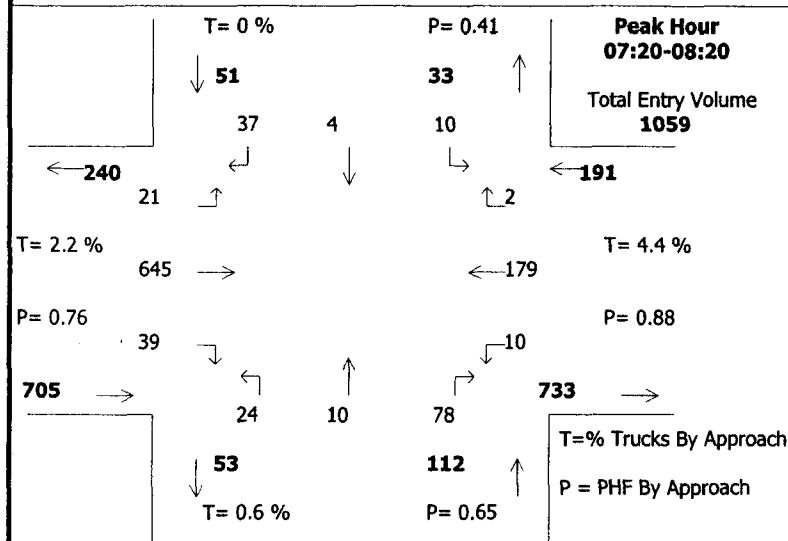
EXPIRES: 12/31/2004



## *TECHNICAL APPENDIX*

# INTERSECTION TURN MOVEMENT SUMMARY REPORT

File: CABMJG



## LOCATION:

SW BROCKMAN RD AT SW 135TH AVE  
BEAVERTON, OR

Date: **05/27/04**

Day: **THU**

Time: **07:00 - 09:00**

Report Prepared for:

LANCASTER ENGINEERING

Surveyed By:

**TRAFFIC SMITHY, INC**

1225 NW Murray Blvd Suite 111

Portland, OR 97229

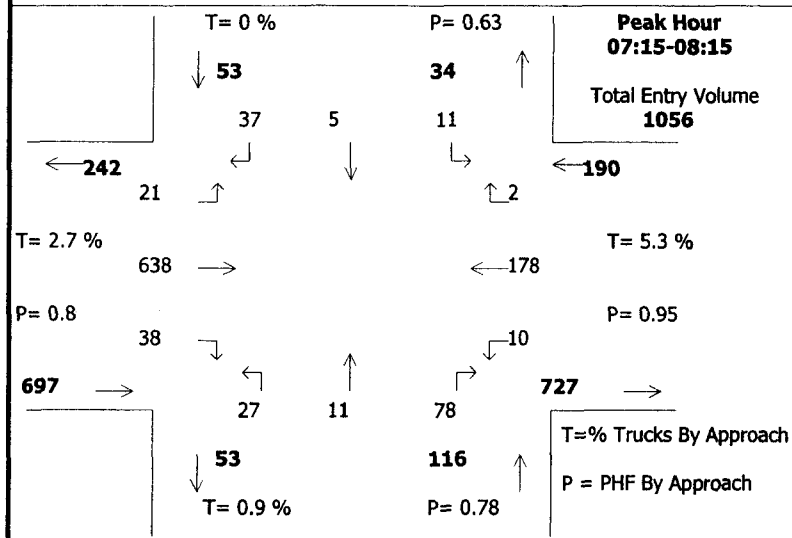
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
07:00-07:05	1	22	1	2	0	1	1	0	5	0	17	1	51
07:05-07:10	0	30	1	1	0	1	0	0	9	0	13	0	55
07:10-07:15	0	36	0	2	0	2	3	0	4	0	7	0	54
07:15-07:20	1	44	1	1	1	1	3	2	7	2	11	0	74
07:20-07:25	2	52	0	0	0	0	0	1	5	0	16	0	76
07:25-07:30	5	53	0	1	0	1	0	0	6	0	14	0	80
07:30-07:35	0	38	0	1	0	0	1	1	6	1	20	0	68
07:35-07:40	1	48	2	1	0	1	0	2	12	1	14	0	82
07:40-07:45	3	60	0	2	1	1	4	2	9	1	13	0	96
07:45-07:50	0	46	1	3	0	1	6	0	8	1	11	0	77
07:50-07:55	2	47	0	8	1	1	7	0	1	1	19	0	87
07:55-08:00	7	64	3	7	0	0	1	2	2	0	16	0	102
08:00-08:05	3	71	5	12	0	2	3	0	7	0	9	0	112
08:05-08:10	12	60	8	0	2	2	0	1	9	2	18	1	115
08:10-08:15	2	55	1	1	0	1	2	0	6	1	17	1	87
08:15-08:20	2	51	1	1	0	0	0	1	7	2	12	0	77
08:20-08:25	0	40	2	2	0	0	2	0	4	0	15	0	65
08:25-08:30	1	41	0	1	0	1	0	1	4	2	15	0	66
08:30-08:35	5	36	0	4	0	1	1	1	2	1	10	0	61
08:35-08:40	2	43	1	1	0	0	1	0	1	3	13	0	65
08:40-08:45	0	43	2	1	0	1	1	1	0	0	13	1	63
08:45-08:50	0	44	1	3	1	1	2	0	4	0	10	0	66
08:50-08:55	1	32	1	0	2	1	2	0	4	2	21	0	66
08:55-09:00	0	37	0	0	1	0	0	0	3	0	12	0	53

TOTALS	50	1093	31	55	9	20	40	15	125	20	336	4	1798
PHF	0.44	0.83	0.33	0.34	0.5	0.5	0.35	0.5	0.67	0.5	0.89	0.25	0.8
% Trucks	6	2.1	0	0	0	0	2.5	0	0	0	4.8	0	2.4
Stopped Buses	0	2	0	0	0	0	0	0	0	0	0	0	
Pedestrians		4			3			1			2		

## File: CABMJG



SW BROCKMAN RD AT SW 135TH AVE  
BEAVERTON, OR

Day: **THU**

**Time: 07:00 - 09:00**

**LANCASTER ENGINEERING**

**TRAFFIC SMITHY, INC**

Portland, OR 97229

Phone: 503-641-6333 Fax: 503-643-8866

*Report Reviewed by: JG*

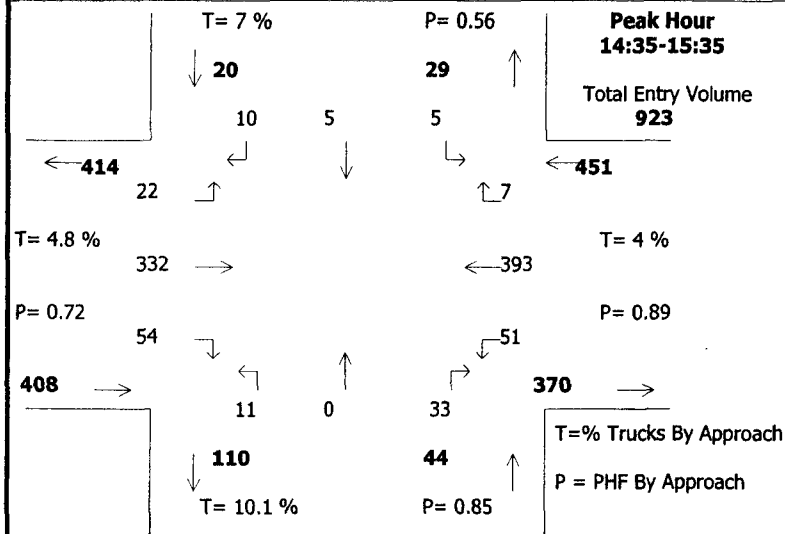
TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↖	↓	↘	↖	↑	↗	↘	←	↗	
<b>ALL VEHICLES</b>													
07:15-07:30	8	149	1	2	1	2	3	3	18	2	41	0	230
07:30-07:45	4	146	2	4	1	2	5	5	27	3	47	0	246
07:45-08:00	9	157	4	18	1	2	14	2	11	2	46	0	266
08:00-08:15	17	186	14	13	2	5	5	1	22	3	44	2	314
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
07:15-07:30	2	4	0	0	0	0	0	0	0	0	0	0	6
07:30-07:45	0	4	0	0	0	0	0	0	0	0	2	0	6
07:45-08:00	0	4	0	0	0	0	1	0	0	0	4	0	9
08:00-08:15	0	4	0	0	0	0	0	0	0	0	2	0	6
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00-08:15	0	1	0	0	0	0	0	0	0	0	1	0	2
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
07:15-07:30	0	0	0	1	0	0	0	1	0	0	0	0	2
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
07:15-07:30	1			1			0			0			2
07:30-07:45	0			0			0			0			0
07:45-08:00	0			2			0			0			2
08:00-08:15	1			0			1			0			2

[illegible]

07:00-08:00	22	540	9	29	3	10	26	10	74	7	171	1	902
07:15-08:15	38	638	21	37	5	11	27	11	78	10	178	2	1056
07:30-08:30	33	621	23	39	4	10	26	10	75	12	179	2	1034
07:45-08:45	36	597	24	41	3	10	24	7	51	13	168	3	977
08:00-09:00	28	553	22	26	6	10	14	5	51	13	165	3	896

# INTERSECTION TURN MOVEMENT SUMMARY REPORT

File: CABNJG



## LOCATION:

SW BROCKMAN RD AT SW 135TH AVE  
BEAVERTON, OR

Date: **05/27/04**

Day: **THU**

Time: **14:00 - 16:00**

Report Prepared for:

LANCASTER ENGINEERING

Surveyed By:

**TRAFFIC SMITHY, INC**

1225 NW Murray Blvd Suite 111

Portland, OR 97229

Phone: 503-641-6333 Fax: 503-643-8866

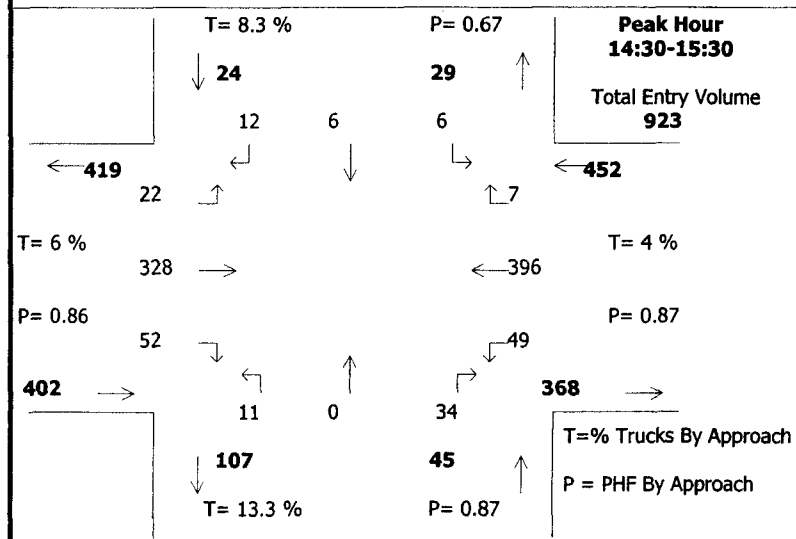
Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
14:00-14:05	2	27	1	0	1	0	1	0	4	0	24	0	60
14:05-14:10	1	24	1	1	0	0	1	0	2	1	26	2	59
14:10-14:15	2	20	1	1	0	1	2	0	1	1	31	0	60
14:15-14:20	0	13	0	1	0	0	4	0	1	4	28	2	53
14:20-14:25	1	15	0	1	0	0	2	0	0	3	34	0	56
14:25-14:30	0	17	1	1	0	0	0	0	0	3	21	1	44
14:30-14:35	1	16	1	2	1	2	2	0	2	3	42	0	72
14:35-14:40	6	27	0	1	1	0	2	0	1	4	34	1	77
14:40-14:45	7	32	9	2	0	0	1	0	1	4	41	1	98
14:45-14:50	11	29	3	2	0	3	1	0	4	3	31	0	87
14:50-14:55	10	37	4	0	1	0	0	0	3	3	31	1	90
14:55-15:00	2	21	0	1	2	0	2	0	3	6	32	1	70
15:00-15:05	0	28	3	1	0	0	0	0	4	7	30	0	73
15:05-15:10	5	21	1	1	0	1	0	0	4	5	27	0	65
15:10-15:15	0	32	1	0	0	0	0	0	2	4	19	1	59
15:15-15:20	3	31	0	1	0	0	1	0	3	5	33	1	78
15:20-15:25	4	34	0	0	1	0	1	0	4	4	39	0	87
15:25-15:30	3	20	0	1	0	0	1	0	3	1	37	1	67
15:30-15:35	3	20	1	0	0	1	2	0	1	5	39	0	72
15:35-15:40	6	32	0	0	1	2	1	0	4	2	25	2	75
15:40-15:45	0	22	0	0	1	1	1	0	6	3	26	1	61
15:45-15:50	1	18	1	0	2	0	2	1	4	7	31	0	67
15:50-15:55	2	31	2	2	0	1	4	2	2	8	42	1	97
15:55-16:00	0	17	0	0	1	0	3	1	2	4	43	1	72

TOTALS	70	584	30	19	12	12	34	4	61	90	766	17	1699
PHF	0.48	0.85	0.34	0.5	0.42	0.42	0.69	0	0.75	0.71	0.85	0.88	0.84
% Trucks	4.3	5.1	0	5.3	16.7	0	8.8	0	11.5	2.2	4.3	0	4.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		6			8			0		5			

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: CABNJG



TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
<b>ALL VEHICLES</b>													
14:30-14:45	14	75	10	5	2	2	5	0	4	11	117	2	247
14:45-15:00	23	87	7	3	3	3	3	0	10	12	94	2	247
15:00-15:15	5	81	5	2	0	1	0	0	10	16	76	1	197
15:15-15:30	10	85	0	2	1	0	3	0	10	10	109	2	232
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
14:30-14:45	0	3	0	0	1	0	0	0	1	0	7	0	12
14:45-15:00	3	8	0	0	1	0	0	0	2	0	6	0	20
15:00-15:15	0	3	0	0	0	0	0	0	1	0	1	0	5
15:15-15:30	0	6	0	0	0	0	0	0	1	0	1	0	8
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
14:30-14:45	0	0	0	0	0	0	0	0	0	0	1	0	1
14:45-15:00	0	1	0	0	0	0	0	0	0	1	1	0	3
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
14:30-14:45	1			0			0			1			2
14:45-15:00	2			5			0			2			9
15:00-15:15	1			0			0			0			1
15:15-15:30	1			0			0			0			1

## Peak Hour By Movement

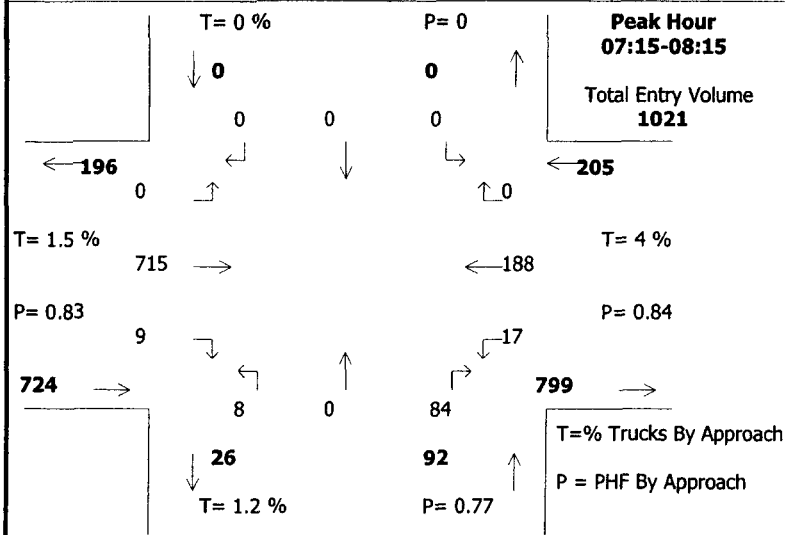
PHF	0.57	0.94	0.55	0.6	0.5	0.5	0.55	0	0.85	0.77	0.85	0.88	0.93
% Trucks(All)	5.8	6.4	0	0	33.3	0	0	0	17.6	2	4.3	0	5.4
% Trucks(M+H)	0	0.3	0	0	0	0	0	0	2.9	2	0.5	0	0.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

## Hourly Totals

14:00-15:00	43	278	21	13	6	6	18	0	22	35	375	9	826
14:15-15:15	43	288	23	13	5	6	14	0	25	49	370	8	844
14:30-15:30	52	328	22	12	6	6	11	0	34	49	396	7	923
14:45-15:45	47	327	13	7	6	8	10	0	41	48	369	8	884
15:00-16:00	27	306	9	6	6	6	16	4	39	55	391	8	873

# INTERSECTION TURN MOVEMENT SUMMARY REPORT

File: DGBNJC



## LOCATION:

SW BROCKMAN RD AT SW 130TH AVE  
BEAVERTON, OR

Date: **05/27/04**

Day: **THU**

Time: **07:00 - 09:00**

Report Prepared for:

LANCASTER ENGINEERING

Surveyed By:

**TRAFFIC SMITHY, INC**

1225 NW Murray Blvd Suite 111

Portland, OR 97229

Phone: 503-641-6333 Fax: 503-643-8866

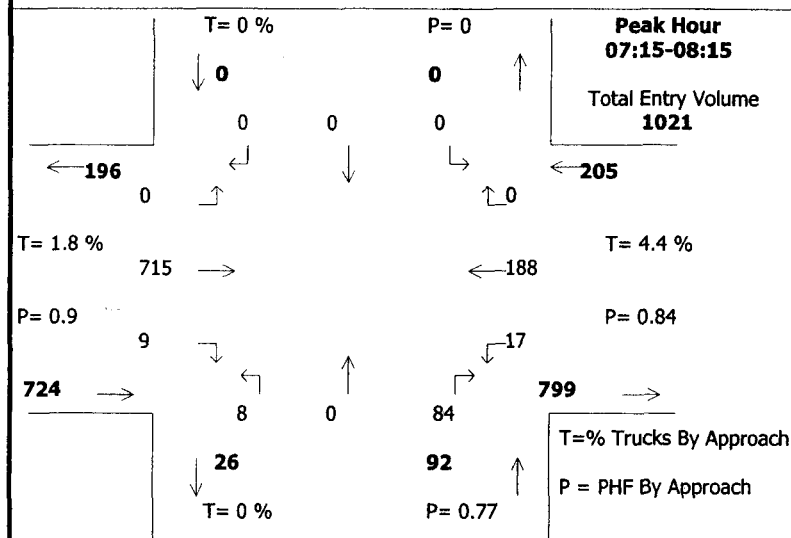
Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	←	→	↕	↖	↓	↗	↖	↑	↗	↖	←	↕	
07:00-07:05	0	37	0	0	0	0	4	0	3	1	12	0	57
07:05-07:10	0	38	0	0	0	0	0	0	3	3	8	0	52
07:10-07:15	0	46	0	0	0	0	1	0	6	0	12	0	65
07:15-07:20	0	53	0	0	0	0	0	0	7	1	14	0	75
07:20-07:25	1	56	0	0	0	0	0	0	3	1	15	0	76
07:25-07:30	0	55	0	0	0	0	2	0	9	2	13	0	81
07:30-07:35	0	49	0	0	0	0	1	0	8	2	17	0	77
07:35-07:40	0	52	0	0	0	0	0	0	4	0	16	0	72
07:40-07:45	1	78	0	0	0	0	0	0	8	2	16	0	105
07:45-07:50	1	49	0	0	0	0	1	0	10	0	15	0	76
07:50-07:55	0	54	0	0	0	0	2	0	7	2	14	0	79
07:55-08:00	1	73	0	0	0	0	1	0	9	2	12	0	98
08:00-08:05	1	77	0	0	0	0	0	0	11	1	16	0	106
08:05-08:10	3	62	0	0	0	0	1	0	4	3	19	0	92
08:10-08:15	1	57	0	0	0	0	0	0	4	1	21	0	84
08:15-08:20	0	52	0	0	0	0	2	0	4	2	8	0	68
08:20-08:25	0	47	0	0	0	0	1	0	6	6	19	0	79
08:25-08:30	1	41	0	0	0	0	0	0	8	1	13	0	64
08:30-08:35	2	36	0	0	0	0	0	0	4	6	11	0	59
08:35-08:40	0	45	0	0	0	0	0	0	4	1	21	0	71
08:40-08:45	1	40	0	0	0	0	2	0	8	3	8	0	62
08:45-08:50	1	51	0	0	0	0	1	0	6	2	14	0	75
08:50-08:55	0	46	0	0	0	0	1	0	9	5	18	0	79
08:55-09:00	0	27	0	0	0	0	0	0	6	3	19	0	55

TOTALS	14	1221	0	0	0	0	20	0	151	50	351	0	1807
PHF	0.45	0.84	0	0	0	0	0.5	0	0.78	0.71	0.84	0	0.86
% Trucks	7.1	1.5	0	0	0	0	0	0	1.3	6	3.7	0	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		1				0		0			1		

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: DGBNJC



## LOCATION:

SW BROCKMAN RD AT SW 130TH AVE  
BEAVERTON, OR

Date: 05/27/04

Day: THU

Time: 07:00 - 09:00

Report Prepared for:

LANCASTER ENGINEERING

Surveyed By:

TRAFFIC SMITHY, INC

1225 NW Murray Blvd Suite 111

Portland, OR 97229

Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	←	→	↖	↙	↘	↗	←	→	↖	↙	↘	↗	
<b>ALL VEHICLES</b>													
07:15-07:30	1	164	0	0	0	0	2	0	19	4	42	0	232
07:30-07:45	1	179	0	0	0	0	1	0	20	4	49	0	254
07:45-08:00	2	176	0	0	0	0	4	0	26	4	41	0	253
08:00-08:15	5	196	0	0	0	0	1	0	19	5	56	0	282
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
07:15-07:30	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30-07:45	0	2	0	0	0	0	0	0	0	1	1	0	4
07:45-08:00	0	4	0	0	0	0	0	0	0	0	3	0	7
08:00-08:15	1	3	0	0	0	0	0	0	0	1	3	0	8
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
07:15-07:30	0			0			0			0			0
07:30-07:45	0			0			0			0			0
07:45-08:00	0			0			0			0			0
08:00-08:15	0			0			0			0			0

## Peak Hour By Movement

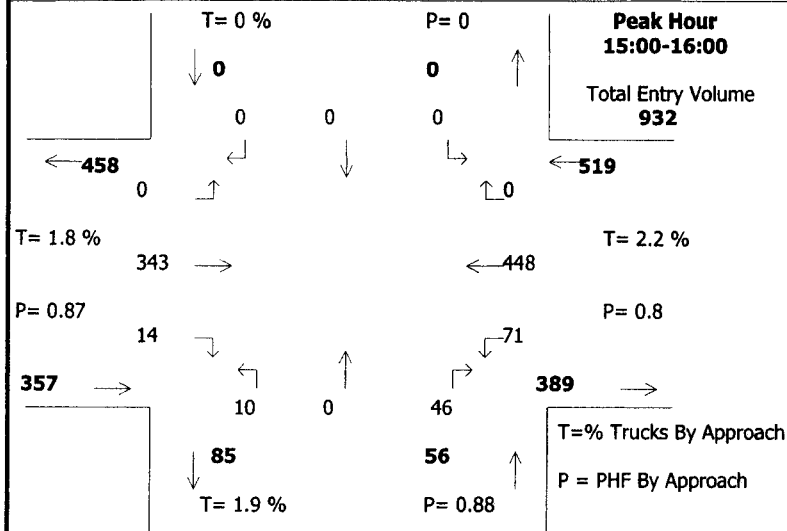
PHF	0.45	0.91	0	0	0	0	0.5	0	0.81	0.85	0.84	0	0.91
% Trucks(All)	11.1	1.7	0	0	0	0	0	0	0	11.8	3.7	0	2.2
% Trucks(M+H)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

## Hourly Totals

07:00-08:00	4	640	0	0	0	0	12	0	77	16	164	0	913
07:15-08:15	9	715	0	0	0	0	8	0	84	17	188	0	1021
07:30-08:30	9	691	0	0	0	0	9	0	83	22	186	0	1000
07:45-08:45	11	633	0	0	0	0	10	0	79	28	177	0	938
08:00-09:00	10	581	0	0	0	0	8	0	74	34	187	0	894

# INTERSECTION TURN MOVEMENT SUMMARY REPORT

File: DGB0JG



## LOCATION:

SW BROCKMAN RD AT SW 130TH AVE  
BEAVERTON, OR

Date: **05/27/04**

Day: **THU**

Time: **14:00 - 16:00**

Report Prepared for:

LANCASTER ENGINEERING

Surveyed By:

**TRAFFIC SMITHY, INC**

1225 NW Murray Blvd Suite 111

Portland, OR 97229

Phone: 503-641-6333 Fax: 503-643-8866

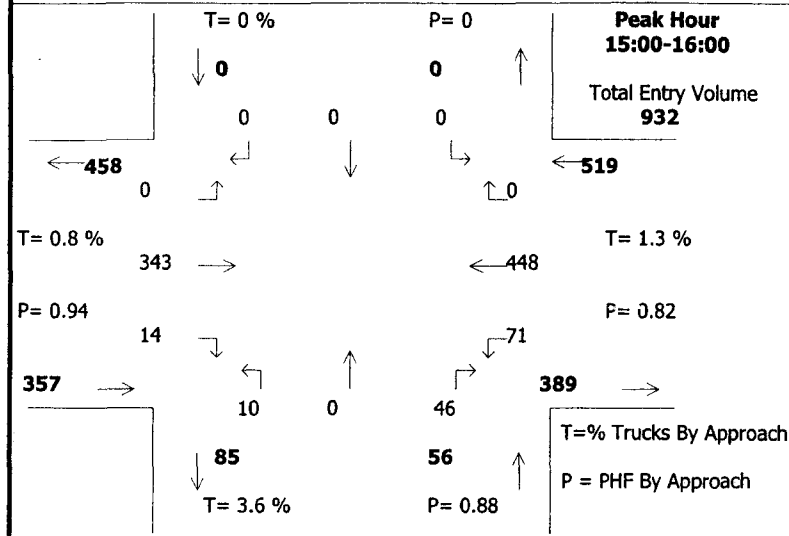
Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	←	→	↵	←	→	↵	←	→	↵	←	→	↵	
14:00-14:05	1	30	0	0	0	0	4	0	2	5	23	0	65
14:05-14:10	0	22	0	0	0	0	1	0	4	3	32	0	62
14:10-14:15	1	17	0	0	0	0	0	0	2	2	29	0	51
14:15-14:20	0	15	0	0	0	0	0	0	4	6	44	0	69
14:20-14:25	1	21	0	0	0	0	1	0	4	3	18	0	48
14:25-14:30	0	15	0	0	0	0	0	0	1	1	42	0	59
14:30-14:35	0	18	0	0	0	0	1	0	3	4	37	0	63
14:35-14:40	1	30	0	0	0	0	2	0	1	5	35	0	74
14:40-14:45	5	29	0	0	0	0	0	0	2	5	27	0	68
14:45-14:50	1	33	0	0	0	0	0	0	3	8	39	0	84
14:50-14:55	2	33	0	0	0	0	0	0	7	2	36	0	80
14:55-15:00	0	26	0	0	0	0	0	0	5	3	35	0	69
15:00-15:05	3	27	0	0	0	0	1	0	4	5	29	0	69
15:05-15:10	1	26	0	0	0	0	1	0	5	1	27	0	61
15:10-15:15	1	33	0	0	0	0	1	0	4	7	29	0	75
15:15-15:20	2	38	0	0	0	0	1	0	3	6	49	0	99
15:20-15:25	1	28	0	0	0	0	1	0	2	4	29	0	65
15:25-15:30	2	15	0	0	0	0	1	0	2	6	47	0	73
15:30-15:35	0	36	0	0	0	0	0	0	5	4	35	0	80
15:35-15:40	3	30	0	0	0	0	1	0	3	7	25	0	69
15:40-15:45	0	26	0	0	0	0	0	0	5	5	45	0	81
15:45-15:50	1	28	0	0	0	0	0	0	3	8	46	0	86
15:50-15:55	0	23	0	0	0	0	1	0	5	9	49	0	87
15:55-16:00	0	33	0	0	0	0	2	0	5	9	38	0	87

TOTALS	26	632	0	0	0	0	19	0	84	118	845	0	1724
PHF	0.7	0.87	0	0	0	0	0.83	0	0.88	0.68	0.8	0	0.9
% Trucks	0	1.9	0	0	0	0	5.3	0	1.2	2.5	2.1	0	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		7				0		0			4		

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: DGB0JG



TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	←	→	↕	←	→	↕	←	→	↕	←	→	↕	
<b>ALL VEHICLES</b>													
15:00-15:15	5	86	0	0	0	0	3	0	13	13	85	0	205
15:15-15:30	5	81	0	0	0	0	3	0	7	16	125	0	237
15:30-15:45	3	92	0	0	0	0	1	0	13	16	105	0	230
15:45-16:00	1	84	0	0	0	0	3	0	13	26	133	0	260
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
15:00-15:15	0	2	0	0	0	0	0	0	0	0	2	0	4
15:15-15:30	0	0	0	0	0	0	0	0	0	1	1	0	2
15:30-15:45	0	1	0	0	0	0	0	0	0	0	1	0	2
15:45-16:00	0	0	0	0	0	0	1	0	0	1	0	0	2
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
15:00-15:15	0	0	0	0	0	0	0	0	0	1	0	0	1
15:15-15:30	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
15:00-15:15	2			0			0			0			2
15:15-15:30	0			0			0			0			0
15:30-15:45	0			0			0			0			0
15:45-16:00	0			0			0			1			1

## Peak Hour By Movement

PHF	0.7	0.93	0	0	0	0	0.83	0	0.88	0.68	0.84	0	0.9
% Trucks(All)	0	0.9	0	0	0	0	10	0	2.2	4.2	0.9	0	1.3
% Trucks(M+H)	0	0	0	0	0	0	0	0	2.2	1.4	0	0	0.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

## Hourly Totals

14:00-15:00	12	289	0	0	0	0	9	0	38	47	397	0	792
14:15-15:15	15	306	0	0	0	0	7	0	43	50	398	0	819
14:30-15:30	19	336	0	0	0	0	9	0	41	56	419	0	880
14:45-15:45	16	351	0	0	0	0	7	0	48	58	425	0	905
15:00-16:00	14	343	0	0	0	0	10	0	46	71	448	0	932



## TRIP GENERATION CALCULATIONS

*Land Use:* Grace Community Church School  
*Land Use Code:* N/A  
*Variable:* Students  
*Variable Value:* 250

### AM PEAK HOUR

*Trip Rate:* 0.69

	Enter	Exit	Total
Directional Distribution	66%	34%	
Trip Ends	114	59	173

### AFTERNOON PEAK HOUR

*Trip Rate:* 0.80

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	94	106	200

### PM PEAK HOUR

*Trip Rate:* 0.07

	Enter	Exit	Total
Directional Distribution	39%	61%	
Trip Ends	7	11	18

### WEEKDAY

*Trip Rate:* 2.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	343	342	685



## TRIP GENERATION CALCULATIONS

*Land Use:* Private School (K-12)  
*Land Use Code:* 536  
*Variable:* Students  
*Variable Value:* 250

### AM SCHOOL PEAK HOUR

*Trip Rate:* 0.79

	Enter	Exit	Total
Directional Distribution	61 %	39 %	
Trip Ends	121	77	198

### PM SCHOOL PEAK HOUR

*Trip Rate:* 0.55

	Enter	Exit	Total
Directional Distribution	41 %	59 %	
Trip Ends	57	81	138

### PM PEAK HOUR ADJACENT STREET TRAFFIC

*Trip Rate:* 0.17

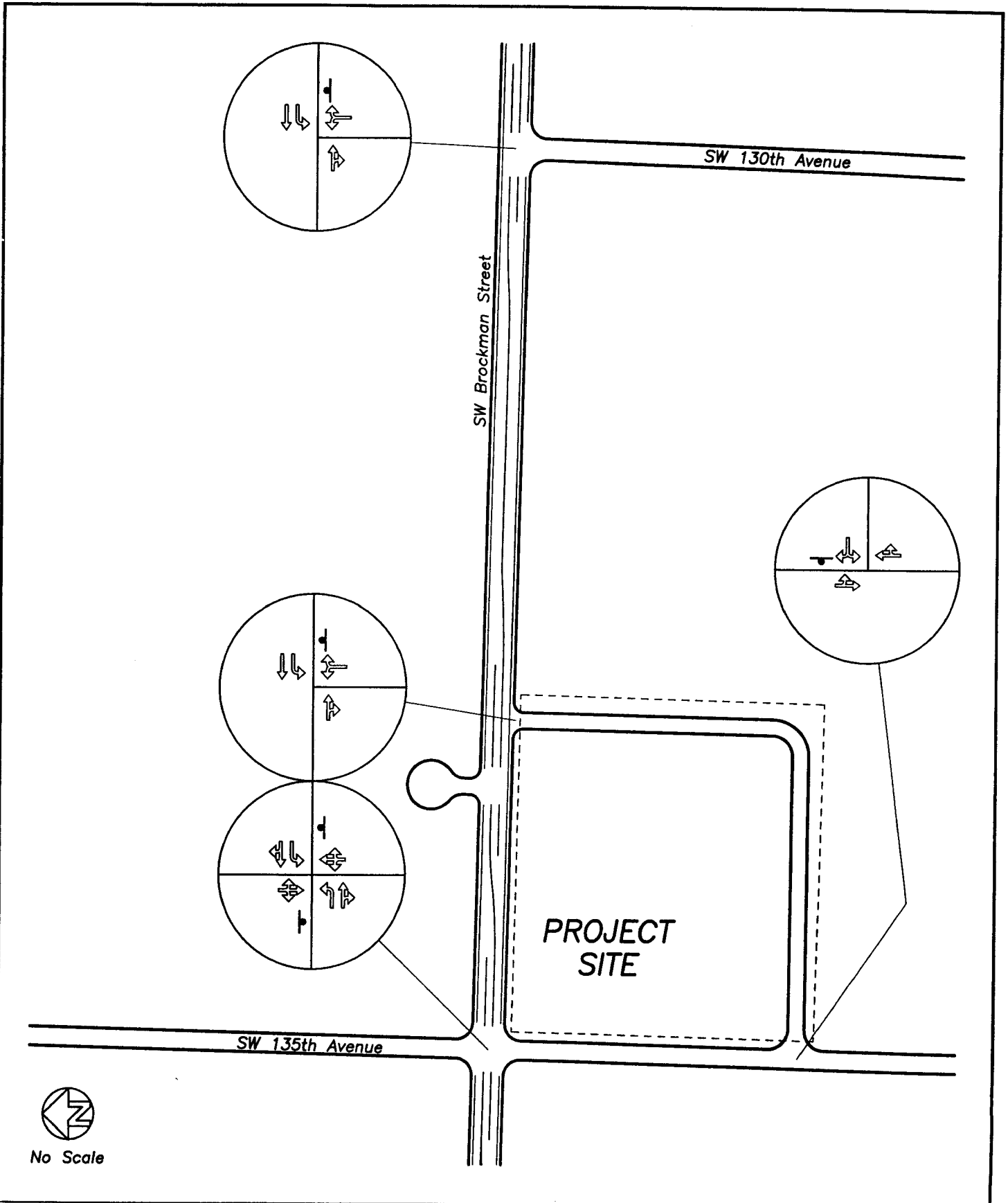
	Enter	Exit	Total
Directional Distribution	43 %	57 %	
Trip Ends	18	25	43

### WEEKDAY

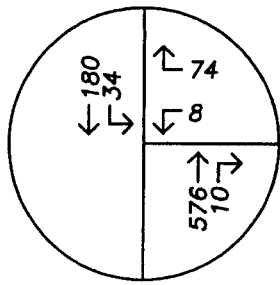
*Trip Rate:* 2.48

	Enter	Exit	Total
Directional Distribution	50 %	50 %	
Trip Ends	310	310	620

Source: TRIP GENERATION, Seventh Edition

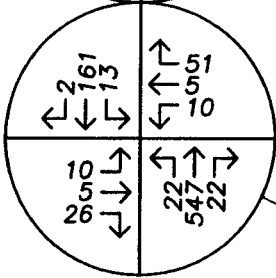
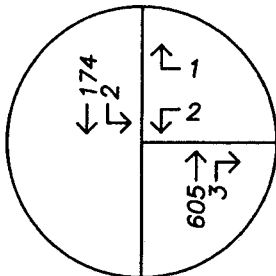
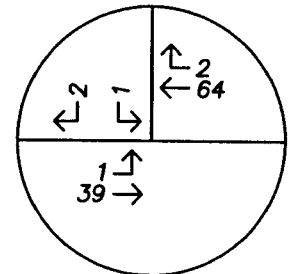


# VICINITY MAP Existing Intersection Configurations & Traffic Control Devices



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



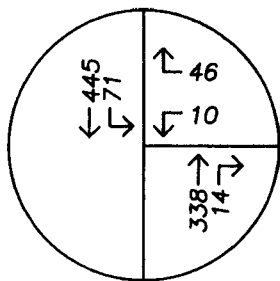
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Le

TRAFFIC VOLUMES  
Existing Conditions  
AM Peak Hour

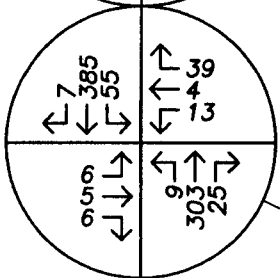
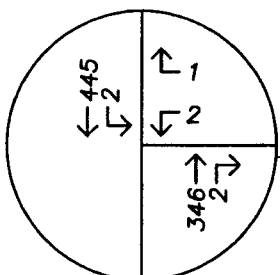
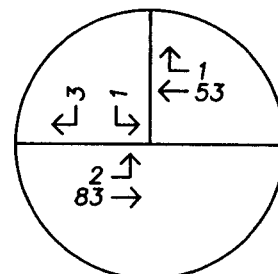
116

SWHills2.dwg



SW 130th Avenue

SW Brockman Street



PROJECT SITE

SW 135th Avenue



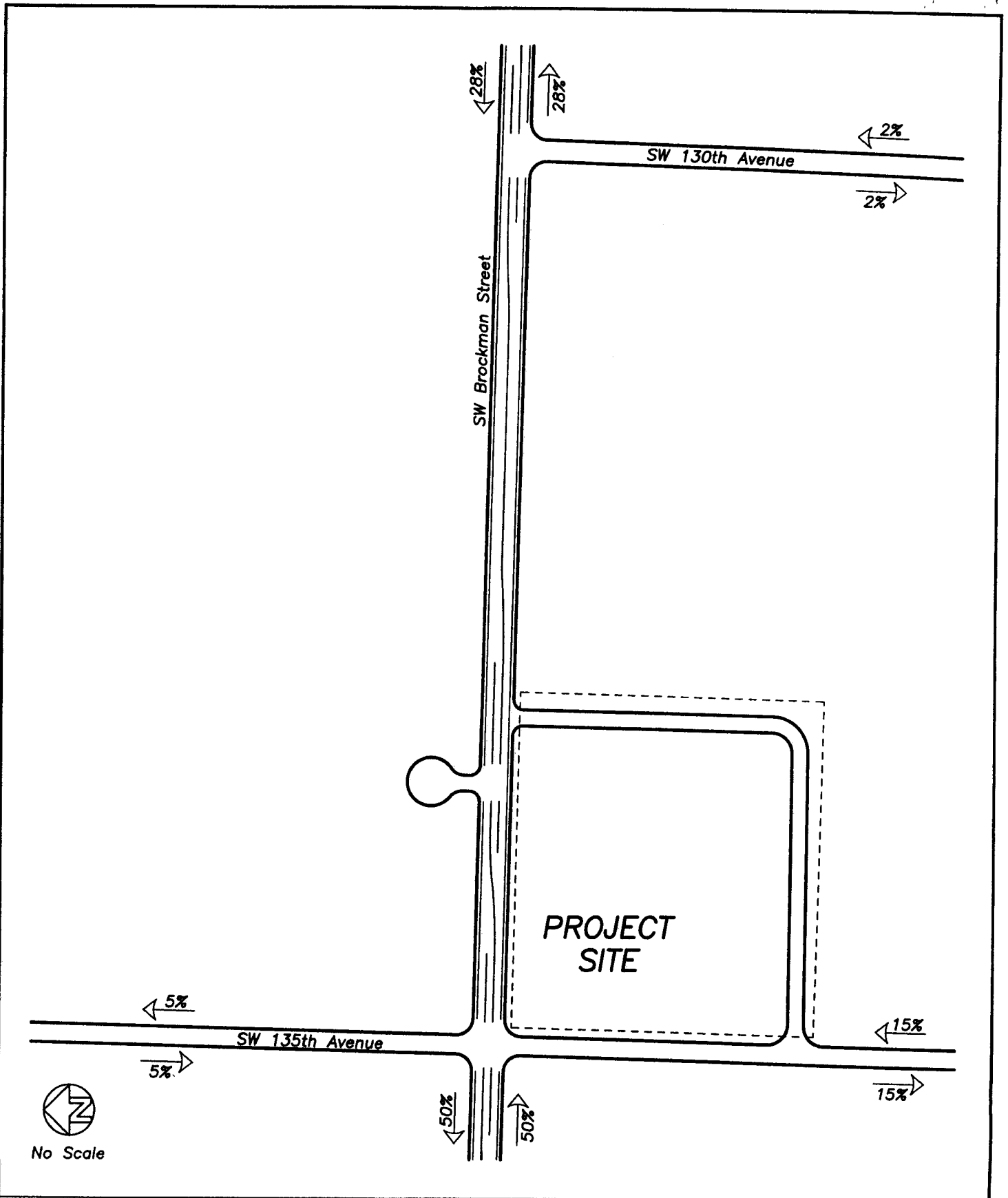
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1e

TRAFFIC VOLUMES  
Existing Conditions  
School Peak Hour

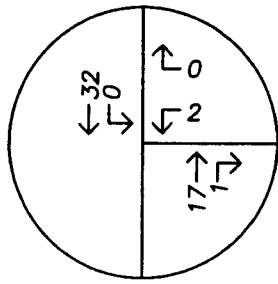
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SWHills2.dwg



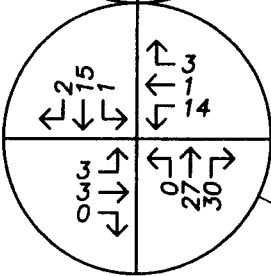
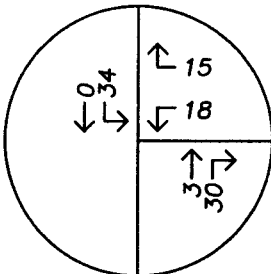
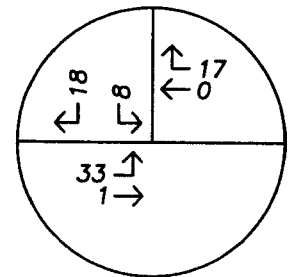
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SITE TRIP DISTRIBUTION  
Inbound & Outbound Percentages  
AM Peak Hour



SW 130th Avenue

SW Brockman Street



SW 135th Avenue

PROJECT SITE



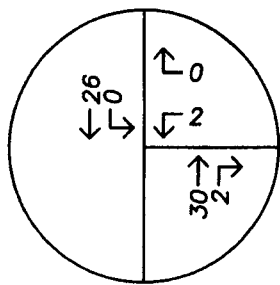
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TRAFFIC VOLUMES  
Site Trips  
AM Peak Hour

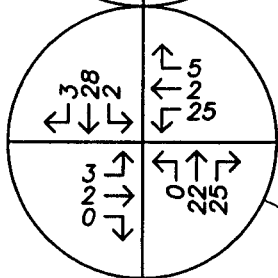
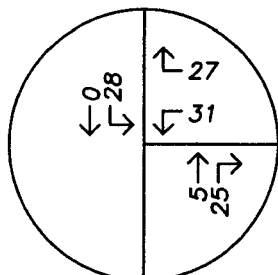
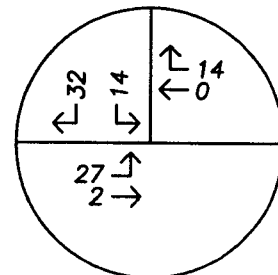
119

SWHills2.dwg



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



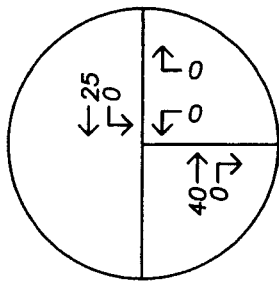
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TRAFFIC VOLUMES  
Site Trips  
School Peak Hour

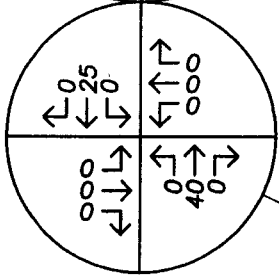
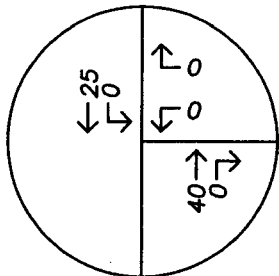
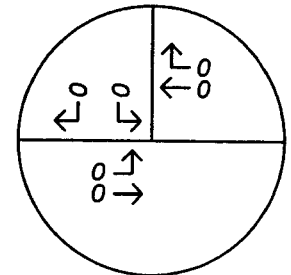
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SWHills2.dwg



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



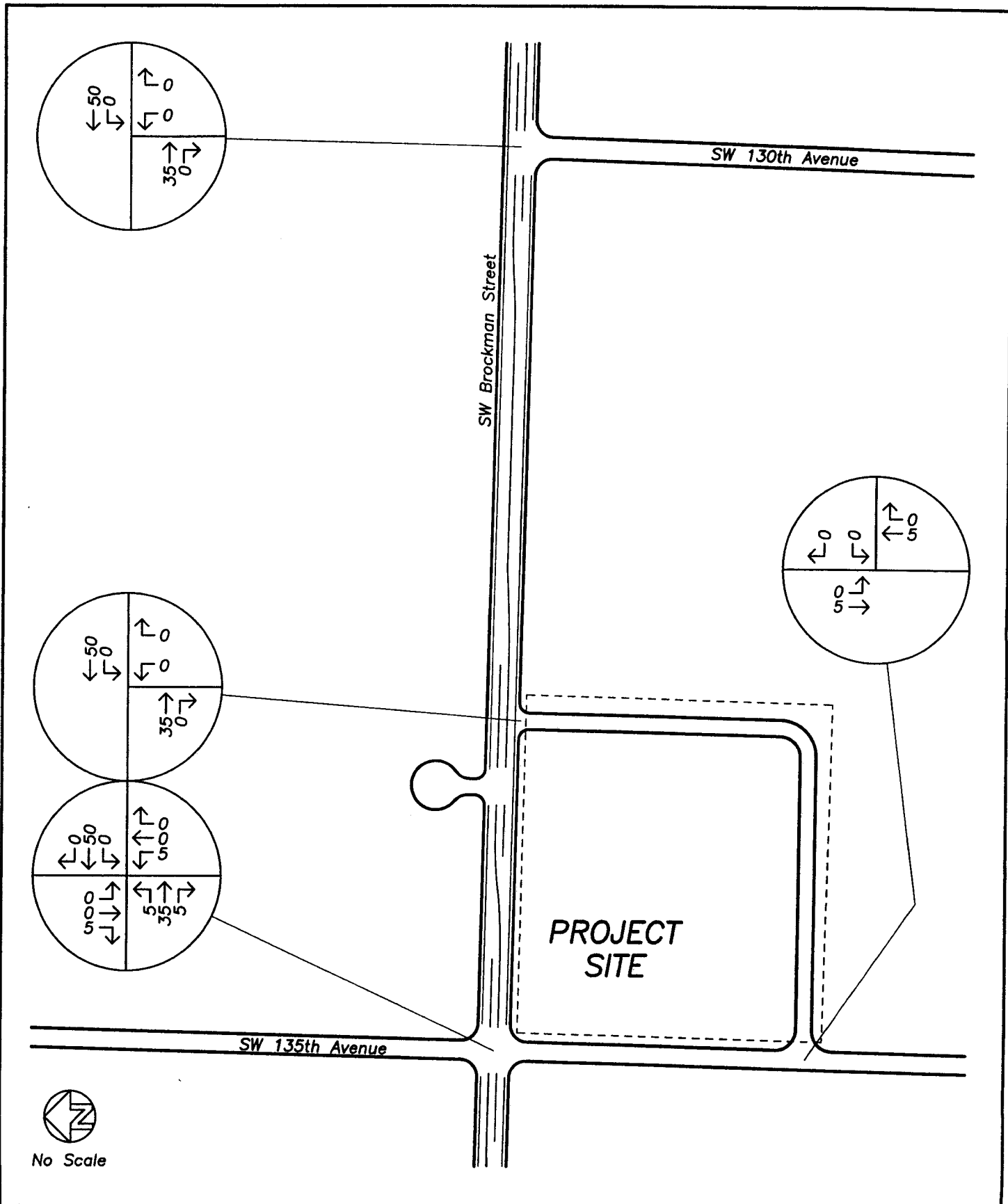
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12

TRAFFIC VOLUMES  
Other Development Traffic  
AM Peak Hour

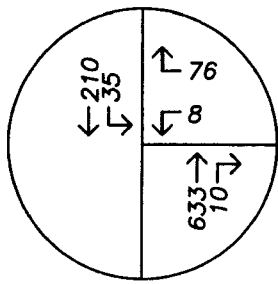
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SWHills2.dwg



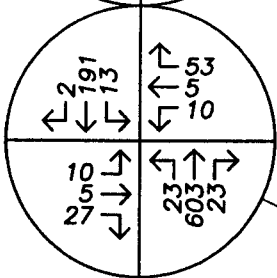
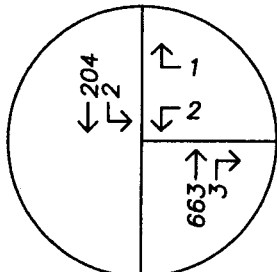
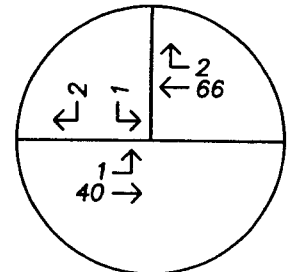
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TRAFFIC VOLUMES  
Other Development Traffic  
School Peak Hour



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



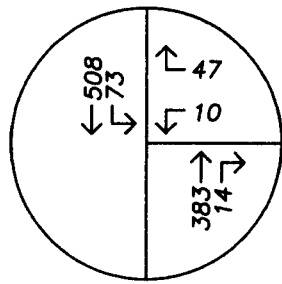
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TRAFFIC VOLUMES  
Background Conditions  
AM Peak Hour

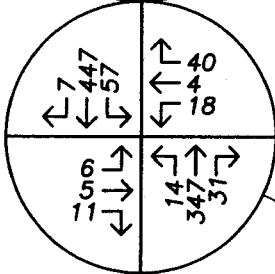
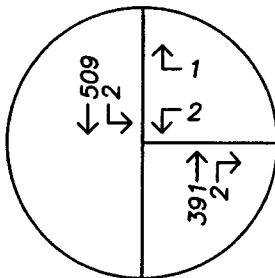
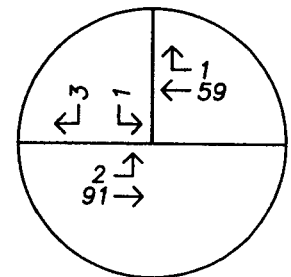
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SWHills2.dwg



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



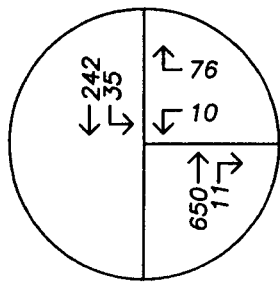
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Le

TRAFFIC VOLUMES  
Background Conditions  
School Peak Hour

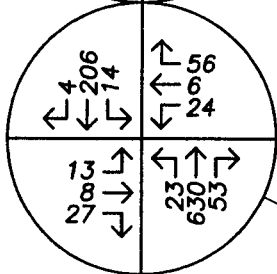
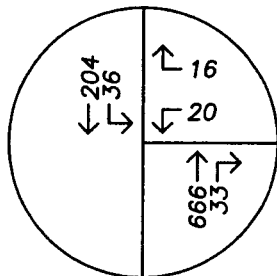
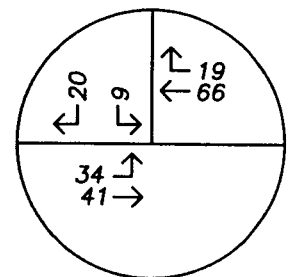
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SWHills2.dwg



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



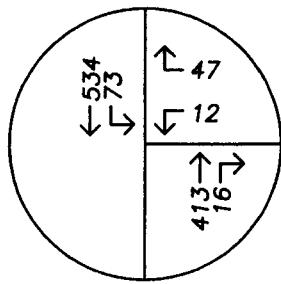
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TRAFFIC VOLUMES  
Background + Site Trips  
AM Peak Hour

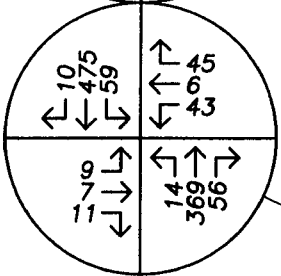
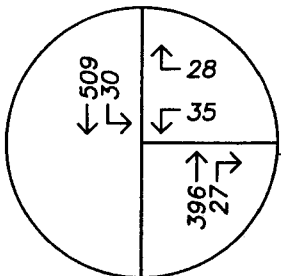
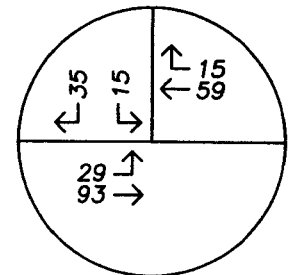
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SWHills2.dwg



SW Brockman Street

SW 130th Avenue



PROJECT SITE

SW 135th Avenue



No Scale

Le

TRAFFIC VOLUMES  
Background + Site Trips  
School Peak Hour

126

SWHills2.dwg

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	BROCKMAN/135th			
Agency/Co.	LANCASTER		Jurisdiction	WASHCO			
Date Performed	06/02/2004		Analysis Year	EXISTING (2004)			
Analysis Time Period	AM PEAK						
Project Description: SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN ROAD			North/South Street: 135th AVENUE				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	22	547	22	13	161	2	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate (veh/h)	27	683	27	16	201	2	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10	5	51	10	5	26	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate (veh/h)	12	6	63	12	6	32	
Proportion of heavy vehicles, $P_{HV}$	3	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
Volume, $v$ (vph)	27	16		81			50
Capacity, $c_m$ (vph)	1376	897		357			380
$v/c$ ratio	0.02	0.02		0.23			0.13
Queue length (95%)	0.06	0.05		0.86			0.45
Control Delay (s/veh)	7.7	9.1		18.0			15.9
LOS	A	A		C			C
Approach delay (s/veh)	--	--	18.0			15.9	
Approach LOS	--	--	C			C	

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	BROCKMAN/135th			
Agency/Co.	LANCASTER		Jurisdiction	WASHCO			
Date Performed	06/02/2004		Analysis Year	EXISTING (2004)			
Analysis Time Period	SCHOOL PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN ROAD			North/South Street: 135th AVENUE				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	9	303	25	55	385	7	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	9	329	27	59	418	7	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	2	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	13	4	39	6	5	6	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	14	4	42	6	5	6	
Proportion of heavy vehicles, P <sub>HV</sub>	9	0	12	0	17	5	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
Volume, v (vph)	9	59		60			17
Capacity, c <sub>m</sub> (vph)	1129	1203		431			290
v/c ratio	0.01	0.05		0.14			0.06
Queue length (95%)	0.02	0.15		0.48			0.19
Control Delay (s/veh)	8.2	8.1		14.7			18.2
LOS	A	A		B			C
Approach delay (s/veh)	--	--		14.7			18.2
Approach LOS	--	--		B			C

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	BROCKMAN/135th			
Agency/Co.	LANCASTER		Jurisdiction	WASHCO			
Date Performed	06/02/2004		Analysis Year	BACKGROUND (2005)			
Analysis Time Period	AM PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN ROAD			North/South Street: 135th AVENUE				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	23	603	23	13	191	2	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate (veh/h)	28	753	28	16	238	2	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10	5	53	10	5	27	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate (veh/h)	12	6	66	12	6	33	
Proportion of heavy vehicles, $P_{HV}$	3	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
Volume, $v$ (vph)	28	16		84			51
Capacity, $c_m$ (vph)	1334	844		318			330
v/c ratio	0.02	0.02		0.26			0.15
Queue length (95%)	0.06	0.06		1.04			0.54
Control Delay (s/veh)	7.8	9.3		20.3			17.9
LOS	A	A		C			C
Approach delay (s/veh)	--	--	20.3			17.9	
Approach LOS	--	--	C			C	

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/135th		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	06/02/2004			Analysis Year	BACKGROUND (2005)		
Analysis Time Period	SCHOOL PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN ROAD				North/South Street: 135th AVENUE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	14	347	31	57	447	7	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	15	377	33	61	485	7	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	2	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	18	4	40	6	5	11	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	19	4	43	6	5	11	
Proportion of heavy vehicles, P <sub>HV</sub>	9	0	12	0	17	5	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
Volume, v (vph)	15	61		66			22
Capacity, c <sub>m</sub> (vph)	1068	1149		343			274
v/c ratio	0.01	0.05		0.19			0.08
Queue length (95%)	0.04	0.17		0.70			0.26
Control Delay (s/veh)	8.4	8.3		18.0			19.3
LOS	A	A		C			C
Approach delay (s/veh)	--	--		18.0			19.3
Approach LOS	--	--		C			C

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/135th			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	06/02/2004			Analysis Year	BACKGROUND + SITE			
Analysis Time Period	AM PEAK			(2005)				
Project Description SOUTHWEST HILLS CHURCH SCHOOL								
East/West Street: BROCKMAN ROAD				North/South Street: 135th AVENUE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	23	630	53	14	206	4		
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80		
Hourly Flow Rate (veh/h)	28	787	66	17	257	4		
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	24	6	56	13	8	27		
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80		
Hourly Flow Rate (veh/h)	29	7	69	16	9	33		
Proportion of heavy vehicles, $P_{HV}$	3	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
Volume, $v$ (vph)	28	17	105			58		
Capacity, $c_m$ (vph)	1311	793	250			260		
$v/c$ ratio	0.02	0.02	0.42			0.22		
Queue length (95%)	0.07	0.07	1.96			0.83		
Control Delay (s/veh)	7.8	9.6	29.4			22.8		
LOS	A	A	D			C		
Approach delay (s/veh)	--	--	29.4			22.8		
Approach LOS	--	--	D			C		

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information	
Analyst	CS		Intersection	BROCKMAN/135th
Agency/Co.	LANCASTER		Jurisdiction	WASHCO
Date Performed	06/02/2004		Analysis Year	BACKGROUND + SITE (2005)
Analysis Time Period	SCHOOL PEAK			

Project Description		SOUTHWEST HILLS CHURCH SCHOOL		
East/West Street:		BROCKMAN ROAD		North/South Street: 135th AVENUE
Intersection Orientation:		East-West		Study Period (hrs): 0.25

**Vehicle Volumes and Adjustments**

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	14	369	56	59	475	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	15	401	60	64	516	10
Proportion of heavy vehicles, $P_{HV}$	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	43	6	45	9	7	11
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	46	6	48	9	7	11
Proportion of heavy vehicles, $P_{HV}$	9	0	12	0	17	5
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

**Control Delay, Queue Length, Level of Service**

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
Volume, $v$ (vph)	15	64		100			27	
Capacity, $c_m$ (vph)	1037	1100		247			221	
$v/c$ ratio	0.01	0.06		0.40			0.12	
Queue length (95%)	0.04	0.19		1.85			0.41	
Control Delay (s/veh)	8.5	8.5		29.1			23.5	
LOS	A	A		D			C	
Approach delay (s/veh)	--	--	29.1			23.5		
Approach LOS	--	--	D			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/130th			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	06/04/2004			Analysis Year	EXISTING (2004)			
Analysis Time Period	AM PEAK							
Project Description SOUTHWEST HILLS CHURCH SCHOOL								
East/West Street: BROCKMAN STREET				North/South Street: 130th AVENUE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	576	10	34	180	0		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate (veh/h)	0	729	12	43	227	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	6	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8	0	74	0	0	0		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate (veh/h)	10	0	93	0	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	1	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
Volume, v (vph)		43		103				
Capacity, c <sub>m</sub> (vph)		848		393				
v/c ratio		0.05		0.26				
Queue length (95%)		0.16		1.04				
Control Delay (s/veh)		9.5		17.4				
LOS		A		C				
Approach delay (s/veh)	--	--	17.4					
Approach LOS	--	--	C					

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/130th		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	06/04/2004			Analysis Year	EXISTING (2004)		
Analysis Time Period	SCHOOL PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN STREET				North/South Street: 130th AVENUE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	338	14	71	445	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	0	375	15	78	494	0	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	3	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10	0	46	0	0	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	11	0	51	0	0	0	
Proportion of heavy vehicles, $P_{HV}$	5	0	1	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, $v$ (vph)		78		62			
Capacity, $c_m$ (vph)		1163		500			
$v/c$ ratio		0.07		0.12			
Queue length (95%)		0.22		0.42			
Control Delay (s/veh)		8.3		13.2			
LOS		A		B			
Approach delay (s/veh)	--	--	13.2				
Approach LOS	--	--	B				

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/130th			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	06/04/2004			Analysis Year	BACKGROUND (2005)			
Analysis Time Period	AM PEAK							
Project Description SOUTHWEST HILLS CHURCH SCHOOL								
East/West Street: BROCKMAN STREET				North/South Street: 130th AVENUE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	633	10	35	210	0		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate (veh/h)	0	801	12	44	265	0		
Proportion of heavy vehicles, $P_{HV}$	0	--	--	6	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8	0	76	0	0	0		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate (veh/h)	10	0	96	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	0	0	1	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
Volume, $v$ (vph)		44		106				
Capacity, $c_m$ (vph)		797		354				
$v/c$ ratio		0.06		0.30				
Queue length (95%)		0.17		1.23				
Control Delay (s/veh)		9.8		19.5				
LOS		A		C				
Approach delay (s/veh)	--	--	19.5					
Approach LOS	--	--	C					

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/130th		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	06/04/2004			Analysis Year	BACKGROUND (2005)		
Analysis Time Period	SCHOOL PEAK						
Project Description <b>SOUTHWEST HILLS CHURCH SCHOOL</b>							
East/West Street: <b>BROCKMAN STREET</b>				North/South Street: <b>130th AVENUE</b>			
Intersection Orientation: <b>East-West</b>				Study Period (hrs): <b>0.25</b>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	383	14	73	508	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	0	425	15	81	564	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	3	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10	0	47	0	0	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	11	0	52	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	5	0	1	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, v (vph)		81		63			
Capacity, c <sub>m</sub> (vph)		1115		449			
v/c ratio		0.07		0.14			
Queue length (95%)		0.23		0.48			
Control Delay (s/veh)		8.5		14.3			
LOS		A		B			
Approach delay (s/veh)	--	--	14.3				
Approach LOS	--	--	B				

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/130th		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	06/04/2004			Analysis Year	BACKGROUND + SITE		
Analysis Time Period	AM PEAK			(2005)			
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN STREET				North/South Street: 130th AVENUE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	650	11	35	242	0	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate (veh/h)	0	822	13	44	306	0	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	6	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10	0	76	0	0	0	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate (veh/h)	12	0	96	0	0	0	
Proportion of heavy vehicles, $P_{HV}$	0	0	1	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, $v$ (vph)		44		108			
Capacity, $c_m$ (vph)		781		336			
$v/c$ ratio		0.06		0.32			
Queue length (95%)		0.18		1.36			
Control Delay (s/veh)		9.9		20.7			
LOS		A		C			
Approach delay (s/veh)	--	--	20.7				
Approach LOS	--	--	C				

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/130th		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	06/04/2004			Analysis Year	BACKGROUND + SITE (2005)		
Analysis Time Period	SCHOOL PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL							
East/West Street: BROCKMAN STREET				North/South Street: 130th AVENUE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	413	16	73	534	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	0	458	17	81	593	0	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	3	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	12	0	47	0	0	0	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate (veh/h)	13	0	52	0	0	0	
Proportion of heavy vehicles, $P_{HV}$	5	0	1	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, $v$ (vph)		81		65			
Capacity, $c_m$ (vph)		1082		405			
$v/c$ ratio		0.07		0.16			
Queue length (95%)		0.24		0.57			
Control Delay (s/veh)		8.6		15.6			
LOS		A		C			
Approach delay (s/veh)	--	--	15.6				
Approach LOS	--	--	C				

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	BROCKMAN/DRIVEWAY			
Agency/Co.	LANCASTER		Jurisdiction	WASHCO			
Date Performed	6/22/04		Analysis Year	EXISTING (2004)			
Analysis Time Period	AM PEAK						
Project Description SOUTHWEST HILLS CHURCH UPDATE							
East/West Street: BROCKMAN ROAD			North/South Street: CHURCH DRIVEWAY				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	605	3	2	174	0	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	
Hourly Flow Rate (veh/h)	0	852	4	2	245	0	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	2	0	1	0	0	0	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	
Hourly Flow Rate (veh/h)	2	0	1	0	0	0	
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, $v$ (vph)		2		3			
Capacity, $c_m$ (vph)		791		263			
$v/c$ ratio		0.00		0.01			
Queue length (95%)		0.01		0.03			
Control Delay (s/veh)		9.6		18.8			
LOS		A		C			
Approach delay (s/veh)	--	--	18.8				
Approach LOS	--	--	C				

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/DRIVEWAY		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	6/22/04			Analysis Year	EXISTING (2004)		
Analysis Time Period	SCHOOL PEAK						
Project Description <b>SOUTHWEST HILLS CHURCH UPDATE</b>							
East/West Street: <b>BROCKMAN ROAD</b>				North/South Street: <b>CHURCH DRIVEWAY</b>			
Intersection Orientation: <b>East-West</b>				Study Period (hrs): <b>0.25</b>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	346	2	2	445	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	0	376	2	2	483	0	
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	2	0	1	0	0	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate (veh/h)	2	0	1	0	0	0	
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, $v$ (vph)		2		3			
Capacity, $c_m$ (vph)		1192		390			
$v/c$ ratio		0.00		0.01			
Queue length (95%)		0.01		0.02			
Control Delay (s/veh)		8.0		14.3			
LOS		A		B			
Approach delay (s/veh)	--	--	14.3				
Approach LOS	--	--	B				

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/DRIVEWAY			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	6/22/04			Analysis Year	BACKGROUND (2005)			
Analysis Time Period	AM PEAK							
Project Description SOUTHWEST HILLS CHURCH UPDATE								
East/West Street: BROCKMAN ROAD				North/South Street: CHURCH DRIVEWAY				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	663	3	2	204	0		
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71		
Hourly Flow Rate (veh/h)	0	933	4	2	287	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	2	0	1	0	0	0		
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71		
Hourly Flow Rate (veh/h)	2	0	1	0	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
Volume, v (vph)		2		3				
Capacity, c <sub>m</sub> (vph)		738		226				
v/c ratio		0.00		0.01				
Queue length (95%)		0.01		0.04				
Control Delay (s/veh)		9.9		21.1				
LOS		A		C				
Approach delay (s/veh)	--	--	21.1					
Approach LOS	--	--	C					

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/DRIVEWAY			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	6/22/04			Analysis Year	BACKGROUND (2005)			
Analysis Time Period	SCHOOL PEAK							
Project Description SOUTHWEST HILLS CHURCH UPDATE								
East/West Street: BROCKMAN ROAD				North/South Street: CHURCH DRIVEWAY				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	391	2	2	509	0		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate (veh/h)	0	424	2	2	553	0		
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	2	0	1	0	0	0		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate (veh/h)	2	0	1	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
Volume, $v$ (vph)		2		3				
Capacity, $c_m$ (vph)		1144		337				
v/c ratio		0.00		0.01				
Queue length (95%)		0.01		0.03				
Control Delay (s/veh)		8.2		15.8				
LOS		A		C				
Approach delay (s/veh)	--	--	15.8					
Approach LOS	--	--	C					

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CS			Intersection	BROCKMAN/DRIVEWAY		
Agency/Co.	LANCASTER			Jurisdiction	WASHCO		
Date Performed	6/22/04			Analysis Year	BACKGROUND + SITE		
Analysis Time Period	AM PEAK			(2005)			
Project Description: SOUTHWEST HILLS CHURCH UPDATE							
East/West Street: BROCKMAN ROAD				North/South Street: CHURCH DRIVEWAY			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	666	33	36	204	0	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	
Hourly Flow Rate (veh/h)	0	938	46	50	287	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	20	0	16	0	0	0	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	
Hourly Flow Rate (veh/h)	28	0	22	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, v (vph)		50		50			
Capacity, c <sub>m</sub> (vph)		708		199			
v/c ratio		0.07		0.25			
Queue length (95%)		0.23		0.96			
Control Delay (s/veh)		10.5		29.1			
LOS		B		D			
Approach delay (s/veh)	--	--	29.1				
Approach LOS	--	--	D				

**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information				
Analyst	CS			Intersection	BROCKMAN/DRIVEWAY			
Agency/Co.	LANCASTER			Jurisdiction	WASHCO			
Date Performed	6/22/04			Analysis Year	BACKGROUND + SITE			
Analysis Time Period	SCHOOL PEAK			(2005)				
Project Description SOUTHWEST HILLS CHURCH UPDATE								
East/West Street: BROCKMAN ROAD				North/South Street: CHURCH DRIVEWAY				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	396	27	30	509	0		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate (veh/h)	0	430	29	32	553	0		
Proportion of heavy vehicles, $P_{HV}$	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	35	0	28	0	0	0		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly Flow Rate (veh/h)	38	0	30	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
Volume, $v$ (vph)		32		68				
Capacity, $c_m$ (vph)		1113		328				
$v/c$ ratio		0.03		0.21				
Queue length (95%)		0.09		0.77				
Control Delay (s/veh)		8.3		18.8				
LOS		A		C				
Approach delay (s/veh)	--	--	18.8					
Approach LOS	--	--	C					

**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	130th/DRIVEWAY			
Agency/Co.	LANCASTER		Jurisdiction	BEAVERTON			
Date Performed	6/22/04		Analysis Year	EXISTING (2004)			
Analysis Time Period	AM PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL UPDATE							
East/West Street: CHURCH DRIVEWAY			North/South Street: 130th AVENUE				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	64	2	1	39	0	
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate, HFR	0	81	2	1	49	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	1	0	2	0	0	0	
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate, HFR	1	0	2	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		1		3			
C (m) (vph)		1527		940			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay		7.4		8.8			
LOS		A		A			
Approach Delay	--	--	8.8				
Approach LOS	--	--	A				

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**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	130th/DRIVEWAY			
Agency/Co.	LANCASTER		Jurisdiction	BEAVERTON			
Date Performed	6/22/04		Analysis Year	EXISTING (2004)			
Analysis Time Period	SCHOOL PEAK						
Project Description <b>SOUTHWEST HILLS CHURCH SCHOOL UPDATE</b>							
East/West Street: <b>CHURCH DRIVEWAY</b>			North/South Street: <b>130th AVENUE</b>				
Intersection Orientation: <b>North-South</b>			Study Period (hrs): <b>0.25</b>				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	53	1	2	83	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	0	58	1	2	92	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	1	0	3	0	0	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	1	0	3	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		2		4			
C (m) (vph)		1558		964			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay		7.3		8.7			
LOS		A		A			
Approach Delay	--	--	8.7				
Approach LOS	--	--	A				

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## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CS			Intersection	130th/DRIVEWAY		
Agency/Co.	LANCASTER			Jurisdiction	BEAVERTON		
Date Performed	6/22/04			Analysis Year	BACKGROUND (2005)		
Analysis Time Period	AM PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL UPDATE							
East/West Street: CHURCH DRIVEWAY				North/South Street: 130th AVENUE			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	66	2	1	40	0	
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate, HFR	0	83	2	1	50	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	1	0	2	0	0	0	
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly Flow Rate, HFR	1	0	2	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		1		3			
C (m) (vph)		1524		937			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay		7.4		8.9			
LOS		A		A			
Approach Delay	--	--	8.9				
Approach LOS	--	--	A				

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**TWO-WAY STOP CONTROL SUMMARY**

General Information			Site Information				
Analyst	CS		Intersection	130th/DRIVEWAY			
Agency/Co.	LANCASTER		Jurisdiction	BEAVERTON			
Date Performed	6/22/04		Analysis Year	BACKGROUND (2005)			
Analysis Time Period	SCHOOL PEAK						
Project Description SOUTHWEST HILLS CHURCH SCHOOL UPDATE							
East/West Street: CHURCH DRIVEWAY			North/South Street: 130th AVENUE				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	59	1	2	91	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	0	65	1	2	101	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	1	0	3	0	0	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	1	0	3	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		2		4			
C (m) (vph)		1549		951			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay		7.3		8.8			
LOS		A		A			
Approach Delay	--	--	8.8				
Approach LOS	--	--	A				

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**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information				
Analyst	CS			Intersection	130th/DRIVEWAY			
Agency/Co.	LANCASTER			Jurisdiction	BEAVERTON			
Date Performed	6/22/04			Analysis Year	BACKGROUND + SITE			
Analysis Time Period	AM PEAK			(2005)				
Project Description <b>SOUTHWEST HILLS CHURCH SCHOOL UPDATE</b>								
East/West Street: <b>CHURCH DRIVEWAY</b>				North/South Street: <b>130th AVENUE</b>				
Intersection Orientation: <b>North-South</b>				Study Period (hrs): <b>0.25</b>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	66	19	34	41	0		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	0	83	24	43	51	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	9	0	20	0	0	0		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	11	0	25	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		43		36				
C (m) (vph)		1497		884				
v/c		0.03		0.04				
95% queue length		0.09		0.13				
Control Delay		7.5		9.2				
LOS		A		A				
Approach Delay	--	--	9.2					
Approach LOS	--	--	A					

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**TWO-WAY STOP CONTROL SUMMARY**

General Information				Site Information				
Analyst	CS			Intersection	130th/DRIVEWAY			
Agency/Co.	LANCASTER			Jurisdiction	BEAVERTON			
Date Performed	6/22/04			Analysis Year	BACKGROUND + SITE			
Analysis Time Period	SCHOOL PEAK			(2005)				
Project Description <i>SOUTHWEST HILLS CHURCH SCHOOL UPDATE</i>								
East/West Street: <i>CHURCH DRIVEWAY</i>				North/South Street: <i>130th AVENUE</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	59	15	29	93	0		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	0	65	16	32	103	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
<b>Minor Street</b>	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	15	0	35	0	0	0		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	16	0	38	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		32		54				
C (m) (vph)		1529		901				
v/c		0.02		0.06				
95% queue length		0.06		0.19				
Control Delay		7.4		9.3				
LOS		A		A				
Approach Delay	--	--	9.3					
Approach LOS	--	--	A					

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July 12, 2004



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9100 SW 135th Avenue  
Beaverton, Oregon 97008

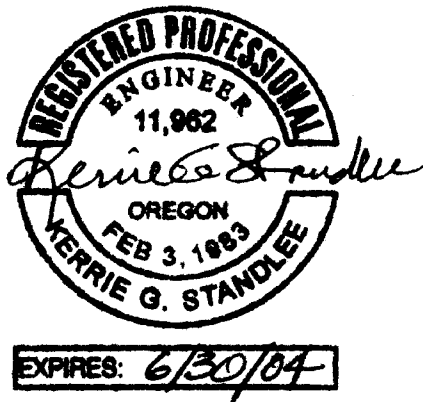
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Kerrie G. Standlee, P.E.  
Principal

Re: **Noise Study for Proposed School at SW Hills Baptist Church**  
DSA File #: 151041

## **Introduction**

Southwest Hills Baptist Church proposes to operate a private school at their church facilities located at 9100 SW 135<sup>th</sup> Avenue in Beaverton, Oregon. At least one neighbor of the church has voiced a concern about the potential noise impacts that might occur with the new activity at the church so the City of Beaverton Planning Commission has asked that a noise study be conducted to address that concern.

Daly-Standlee & Associates, Inc., an acoustical engineering firm, was asked to assist Southwest Hills Baptist Church in determining the noise impacts that may be caused by the proposed private school activities at the church. A study was conducted in early June and this report presents the findings and conclusions of the study.

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## ***Information About the Proposed School***

In the past year, Southwest Hills Baptist Church allowed a group of parents who home school their children to use the church facilities on Tuesdays and Thursdays as a meeting space where home schooled children could meet together for group lessons and social interaction. As a result of this use of the church, members in the Church decided to offer a private school curriculum to members of the Church as well as others outside the Church who liked the idea of having a Church setting for their children's education.

Because the home schooling parents wanted to continue their use of the church facilities in the future and because the proposed Church sponsored school would be in its infancy, it was decided that the home school parents would be allowed to continue using the church facilities on Tuesday and Thursday and the new Church sponsored school would use the facilities on Monday, Wednesday and Friday. Thus, the church facilities would be used for educational purposes during the five days of the week but the schedule on two of those days would be directed by the home schooling activities and the schedule on the other three would be directed by the Church sponsored school.

According to representatives of the Church, it is expected that up to 200 students per day would attend the proposed Church sponsored school on Monday, Wednesday and Friday. No classes will be specifically scheduled outdoors but there may be occasions when a class may go outside into the "Significant Grove" area on the west end of the church building as weather permits if the instructor believes the outdoor time would enhance the students' understanding of a particular subject matter. Generally, the only time there would be a potential for increased noise caused by the school would be when students arrive, when students have a break, when students have lunch and when students are picked up after school. The expected schedule for those times is:

- 8:00 a.m. to 8:20 a.m. – up to 200 students arrive at school
- 10:20 a.m. to 10:30 a.m. – morning break
- 11:30 a.m. to 12:10 p.m. – lunch break; 50 students depart and 50 other students arrive during this time
- 12:10 p.m. to 12:40 p.m. – lunch break continues
- 1:50 p.m. to 2:00 p.m. – afternoon break
- 3:00 p.m. to 3:30 p.m. – students picked up by parents

Even though there may be up to 200 students at the church on Monday, Wednesday and Friday, not all 200 students would be outside at the church at the same time during the times shown above. For instance, during the arrival and departure times, it is expected that the students would arrive or leave at various times according to their parent's schedules. During the lunch and break periods, there would be only 100 of the 200 students at lunch or in a break at the same time.



## **Noise Study Procedure**

It should be stated that there are no specific noise regulations that would limit the amount of noise that could be generated by the proposed school activities at the church just like there are no specific noise regulations that control the amount of noise generated by churches. The City of Beaverton does not have a noise ordinance that addresses noise radiating from a school facility. The Oregon DEQ Noise Control Regulations for Industry and Commerce (OAR 340-0035-035) regulate the amount of noise that can radiate from a commercial or industrial noise source to a noise sensitive receiver. However, the DEQ noise regulation specifies that schools and churches are considered noise sensitive receivers under the regulation and not commercial or industrial noise sources. Therefore, the regulations control how much noise can radiate to those facilities rather than from those facilities. Therefore, to assess the noise that would be generated by the proposed school operations at the church, it was decided that the best assessment would be to compare the found noise at residences around the church with the schools in session with the noise found at the residences without the schools in session.

Noise associated with the proposed school operations at the church will typically be limited to the noise generated by vehicles as students are delivered to and picked up from the church and to the sound of the student's voices while they are outside the church building. All other noises normally associated with school operations such as ventilation equipment noise is already present due to the fact that the church building is already present and it already has those types of noise sources. Thus, to develop an assessment of the noise generated by the school operations, we must find a way to quantify the noise that would be associated with the traffic associated with the schools and the noise associated with the children while they are around the church building.

Since the co-operative home school group was already using the church on Tuesdays and Thursdays, it was concluded that noise impacts associated with the proposed private school and co-operative home school activities at the church could be determined simply by measuring the ambient (existing) noise at noise sensitive receptor properties around the church on a day when there was no school activity at the church and then measuring the noise present at the same locations on a day when the co-operative school was in operation at the church. It was also concluded that, if an adjustment factor was applied to the noise levels measured with the school in session, noise levels could be approximated with a reasonable level of accuracy for future days when student attendance was larger than that occurring on the day when measurements were made.

### ***Ambient Noise Measurements***

Noise levels were measured at two locations on Wednesday May 26, 2004 to quantify the ambient noise at those residential properties east and south of the church with the greatest likelihood of receiving the highest noise levels associated with the proposed school activities at the church. Measurement Location 1 was the point on the south property line due south of the center of the church building and measurement Location 2 was the point on the east property line due east of the vehicle drop-off circle located in front of the church building (see Figure 1). The measurements were made with Larson Davis Model 720 sound level meters which are ANSI Type 2 sound level meters that have the ability to

continuously monitor the sound pressure at a given location and store what is called the “equivalent” sound level (also known as the energy average sound level and represented by the term  $L_{eq}$ ) on a pre-established cycle time. The meters were programmed to determine and store the energy average sound level present during every hour of the measurement period and the energy average sound level present every five (5) seconds of the measurement period. The  $L_{eq}$  noise descriptor was selected in this study because it is widely used across the country by federal, state and local jurisdictions to describe and assess environmental noise levels.

Ambient noise levels were measured at the two locations from around 8:15 a.m. to 4 p.m. The sky was partly cloudy and winds were variable from the south.

### ***Noise Measurements with School in Progress***

The same sound measurement equipment and procedures were used to measure sound levels at the two measurement locations on two different days when the co-operative home school was using the church facilities. Measurements were made on Thursday, May 27, 2004 and again on Thursday, June 3, 2004. On May 27, the weather was relatively stormy with more windy conditions and occasional rain showers passing through the area. On June 3, the sky was clear and sunny and the winds were generally calm.

Thursday, June 3 was the last day of school so more outdoor activities had been planned for the children in celebration of the last day of school. Those activities brought more students outside at the same time than is normally expected through out the year so it was known that the measurements would not necessarily provide data that would be representative of typical school day conditions. However, it was decided that the measurements would be beneficial because they would provide a glimpse of the “worst case” conditions that could ever be expected at the residences.

### ***Noise Study Results***

Figure 2 and 3 present the hourly equivalent sound levels (hourly  $L_{eq}$ ) measured at Location 1 and 2 respectively, on May 26, 2004 (the ambient conditions without the school in session), May 27, 2004 (conditions on a day with the school in session and with rain showers passing through the area) and June 3, 2004 (conditions on a day with school in session, when the weather was clear and dry and there was more outdoor activity than normally expected at the church).

As can be seen from a review of the data presented in both figures, there was very little difference at either location in the hourly average noise levels found with and without the co-operative home school group children at the church. The only noticeable difference in the sound level on a day with the school in session occurred during the early morning and late afternoon hours of May 27 when rain showers, accompanied by gusty winds, passed through the area. However, the sound level increases found during those hours on that day were attributed to the weather and not the school because, observations were made during those time periods and the effect of the storms was seen and, as seen from the June 3, 2004 data, the noise levels during those same hours on a day with school in session and with clear sunny skies was basically the same as it was on May 26, 2004 when the school was not in session and the weather was not stormy.

The findings presented here agree with the conclusions drawn during observation periods at the site during the measurements. It was observed during the early morning arrival hours, the mid-day lunch period and the afternoon departure hours that traffic on SW Brockman tended to influence the noise levels at the residences around the church more than the traffic in the church parking lot or noise generated by children at the church. It was also noted that SW Brockman was a fairly heavily used arterial and that the speed of the vehicles on the street was the primary factor influencing the noise levels generated by the traffic. Finally, it was noted that occasionally, noise from commercial jet aircraft and light aircraft would raise the noise level above that typically caused by traffic and it would show up as a short duration spike much like a car pass-by in the parking lot.

Figure 4 gives an example of the  $L_{eq}$  sound level measured every 5 seconds at the south measurement location during an hour when children typically would be outside the church building and when cars would be driving around the parking lot to drop off students and pick up students. The data is taken from the June 3 measurement date when there was more outside activity than normal. The sound level measured on May 26 when school was not in session is also presented for the same time period to give an indication of the conditions that would have been present without school in session. The same data could be presented for the east property line measurement point but it basically shows similar results with the exception that general baseline noise levels are a little higher than those found at the south property line due to the fact that the location was closer to SW Brockman where most of the background noise is generated.

As can be seen from the data in Figure 4, the “baseline” noise level at the south measurement point (the average noise level generally found without the presence of any specific noise spike) was generally about the same on the day without the school in session as it was on the day with school in session (around 45 dBA) although it could be said that the baseline level on the “without school” day was slightly higher than the “with school” day. There were occasions during the “with school” day (June 3) hour when noise levels rose above the general background noise levels found during the hour on the “without school” day (May 26), but the noise on those occasions was not always the result of school related sources. As can be seen in the data, aircraft created noise spikes that were as high as the noise generated by traffic driving around the church parking lot. In addition, it can be seen in the May 26 data (the ambient condition data) that there were times when noise spikes were created and it is very likely that those were the result of aircraft flying in the area or louder vehicles passing by on SW Brockman.

### ***Projection of Acoustic Environment with Larger School Population***

From an acoustic standpoint, the sound level at a receiver can be expected to increase as the number of noise sources present increases. The amount of increase in the sound level depends on the number of noise sources actually present at the same instant in time but if it is assumed that the number of cars present on site and the number of children present outside the building will increase proportionally to the ratio of the maximum number of students that could be at the school to the number of students actually present during the measurements, then we can establish that noise levels at the two measurement locations would most likely increase over that measured on June 3 by less than 3 dB. This is due to the fact that during the measurements on June, 3, there was a maximum of approximately



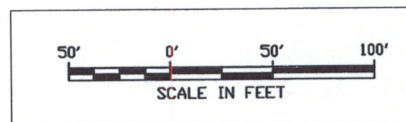
## Noise Study for Proposed School at SW Hills Baptist Church

108 students at the church at any one time. With an expected maximum of 200 students at the church in the future, the noise levels could be expected to increase by an amount equal to  $10 \times \log(200/108)$  which is 2.6 dB. Even with noise levels being 2.6 dB higher than those found on June 3, the noise at the nearest residences would typically be about equal to that found on May 26, 2004.

Based on these results, it can be concluded that the noise that will be associated with the proposed school operations at the church will not substantially change the acoustic environment currently found at residences around the church.

### **Conclusions**

The results of the noise study conducted at the Southwest Hills Baptist Church indicate that the proposed school activities at the church will have virtually no impact on the residences around the church because the noise levels at those residences is already heavily influenced by a relatively steady traffic flow on SW Brockman. The only time when noise associated with the proposed school is expected to raise the ambient noise levels at residences around the church is during the times when vehicles arrive at the church during the morning start-up time and during the afternoon closing time. However, even then, the amount of increase in noise levels at the residences is expected to be less than 3 dB which is considered acoustically insignificant.



Map data provided by Daly-Standlee and Associates, Inc.

Daly-Standlee & Associates, Inc.

ph: 503-646-4420  
 fax: 503-646-3385  
 email: DSA@acoustechgroup.com

Site Map and Measurement Locations

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DESIGNED BY:	DRAWN BY: J. Valls	DATE: June 2004	PROJECT NO. 151041	FIGURE 1
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151041-Figure1.dwg

Figure 2  
Hourly Leq Sound Levels Measured at Location 1

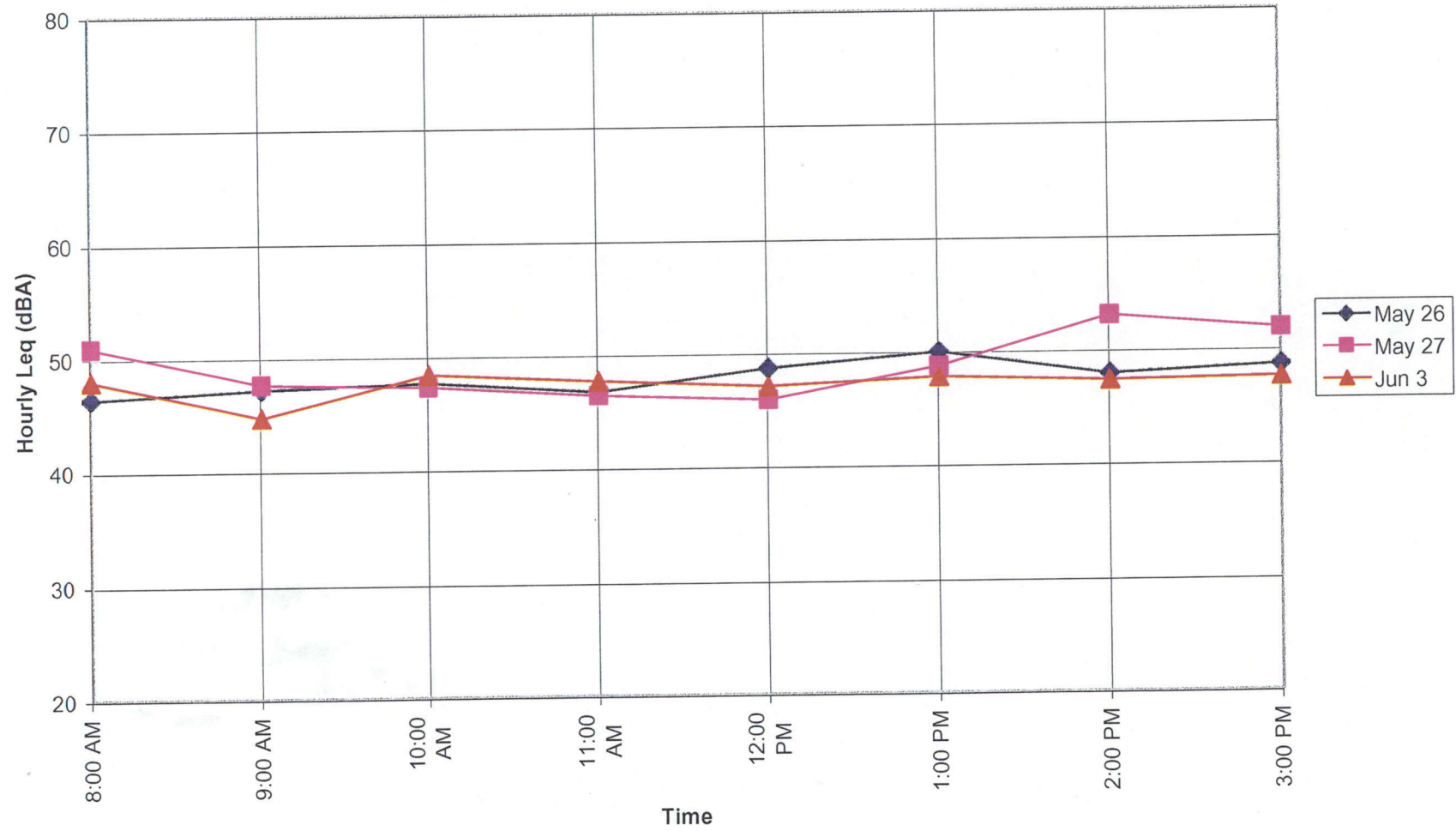


Figure 3  
Hourly Leq Sound Levels Measured at Location 2

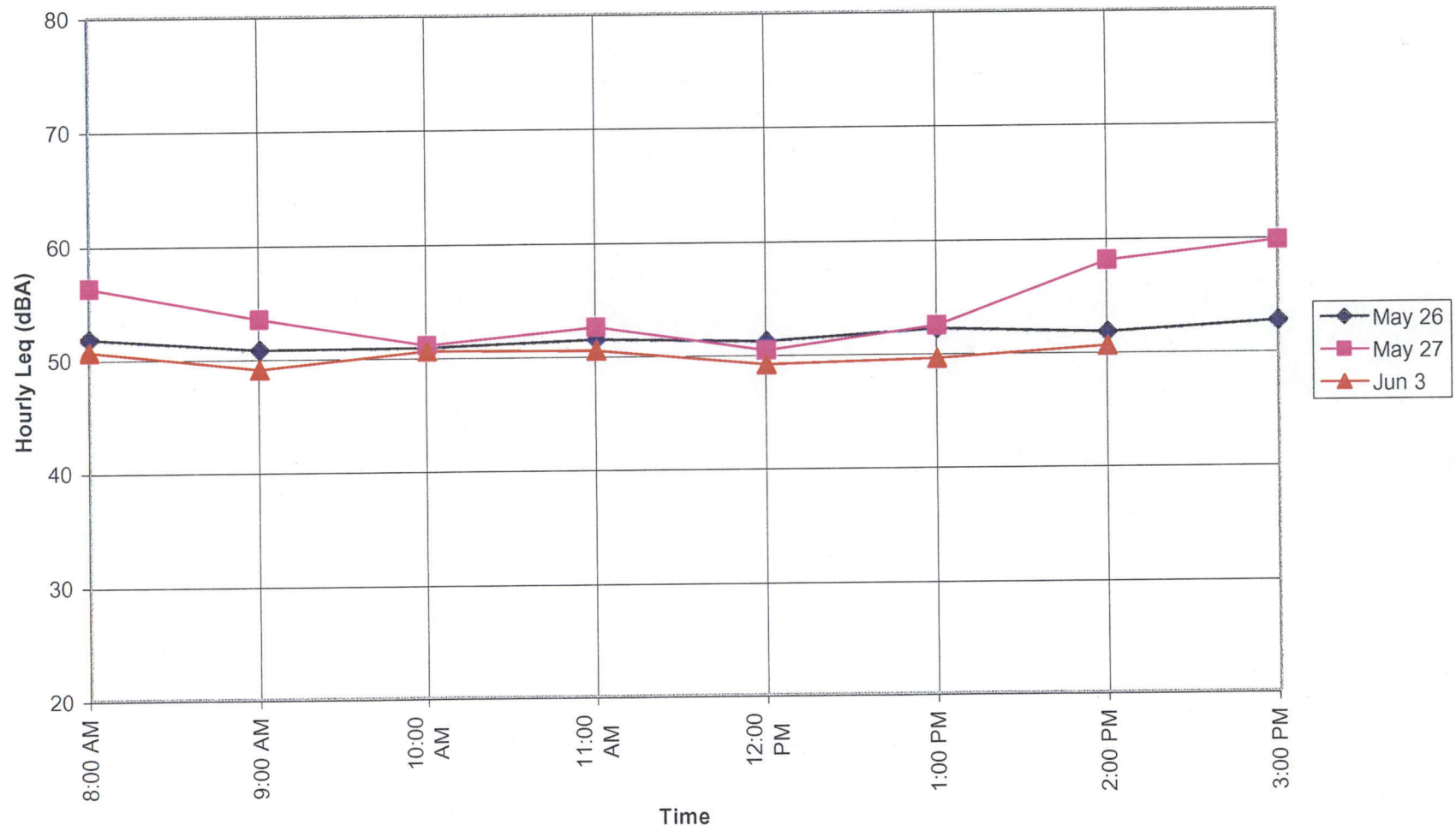
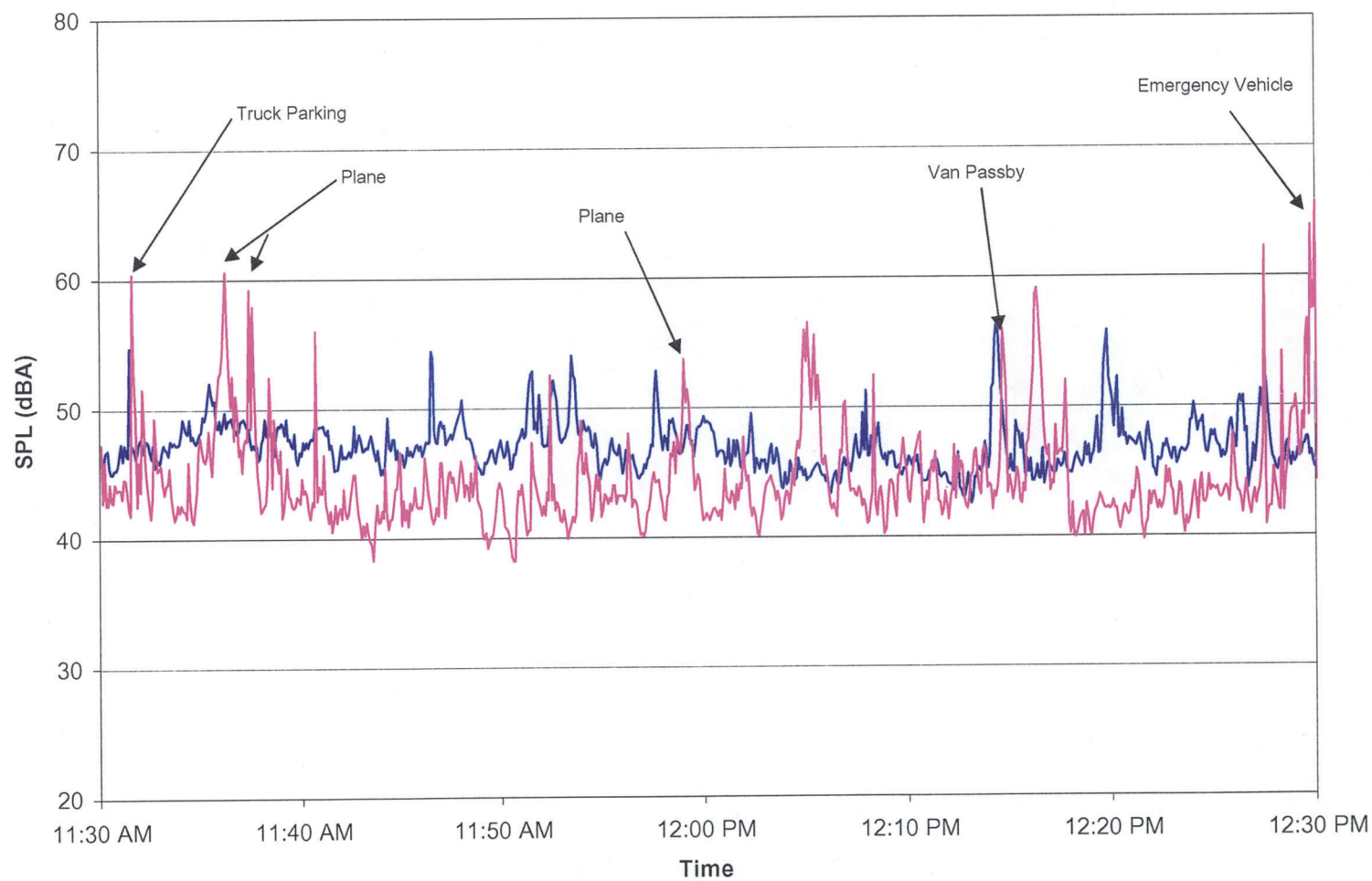


Figure 4  
5 second Leq intervals at Location 1



## **Noise Reduction Plan**

Since three of our neighbors made us aware of noise coming from our property, we have met to brainstorm and implement strategy to reduce this.

### **Steps Already Taken**

- We have raised the issue with our people to sensitize them to the problem and the need we all have to take responsibility to decrease the noise level.
- We have directed our leaders to move as many events as possible to either inside our buildings or to the northeast part of our property (furthest away from neighbors).
- We have sent a letter to all neighbors bordering our property asking them what landscaping additions we can make to be better neighbors and offering to add trees as sound and visual barriers (subject to city approval).
- We have placed a sign on our property reminding our people to keep quiet in the area nearest our neighbors.
- We have built a new building which not only gives us needed space but also moves much of our activity to the side of our property furthest from our neighbors.

### **Steps Currently Being Taken**

- In response to the request of one neighborhood family, we are submitting a design review plan to the city to plant approximately 20 more trees or shrubs along our south border.
- We are requesting the THPRD to allow us to use Hiteon Park (just across the street from us) as a play area for our school.
- We are more closely monitoring the noise level and doing better at supervising our children when they are outside.
- With the addition of our new building, we now have two large indoor play areas that our children are utilizing.

### **Steps We Are Considering**

- Increasing the height of our fence to provide more of a sound and visual barrier for our neighbors.
- Assigning outdoor supervisors as part of our school plan who would keep noise at a minimum.

Note: To put this issue into perspective, you should know that in the last 20 years we are aware of only three neighbors that have complained about noise. One of the three, who has bordered our property for many years, only complained once. Another, who has bordered our property for over 15 years, has complained about five times. Any other noise complaints that we know of have come from only one neighbor. And several neighbors have specifically told us that we are not a noise problem to them.

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## EDUCATION SCHEDULE OUTDOOR ACTIVITIES

	Monday		Tuesday		Wednesday		Thursday		Friday	
	Qty	Time	Qty	Time	Qty	Time	Qty	Time	Qty	Time
Arrivals	200	8:20 to 8:40			200	8:20 to 8:40			200	8:20 to 8:40
Arrivals			50	8:15 to 8:30			50	8:15 to 8:30		
Arrivals			100	9:40 to 10:00			100	9:40 to 10:00		
Arrivals			100	11:45 to 12:15			100	11:45 to 12:15		
Depart	200	3:00 to 3:30			200	3:00 to 3:30			200	3:00 to 3:30
Depart			50	11:30 to 12:15			50	11:30 to 12:15		
Depart			150	2:00 to 2:30			150	2:00 to 2:30		
Depart			50	3:30 to 3:50			50	3:30 to 3:50		
Lunch	100	11:30 to 12:10			100	11:30 to 12:10			100	11:30 to 12:10
Lunch	100	12:10 to 12:40			100	12:10 to 12:40			100	12:10 to 12:40
Lunch			100	11:30 to 12:15			100	11:30 to 12:15		
Break	100	10:20 to 10:30			100	10:20 to 10:30			100	10:20 to 10:30
Break	100	1:50 to 2:00			100	1:50 to 2:00			100	1:50 to 2:00
Break			100	9:45 to 10:00			100	9:45 to 10:00		
Break			100	1:45 to 2:00			100	1:45 to 2:00		

### Noisy Times Monday Wednesday & Friday

8:00 to 8:20	Arrival of all students
10:20 to 10:30	Break
11:30 to 12:10	Lunch Break plus 50 students leaving & 50 arriving
12:10 to 12:40	Lunch Break
1:50 to 2:00	Break
3:00 to 3:30	Pick up of all students

### Noisy Times Tuesday & Thursday

9:45 to 10:00	Break plus 100 students arriving
11:30 to 12:15	Lunch Break plus 50 students leaving & 100 arriving
1:45 to 2:00	Break plus 150 students leaving

### Note:

There are no classes scheduled outdoors but some classes may be held outside as weather permits if the instructors determine that the "Significant Grove" will enhance the students understanding of a particular subject matter.

Qty. equals the number of students potentially involved.

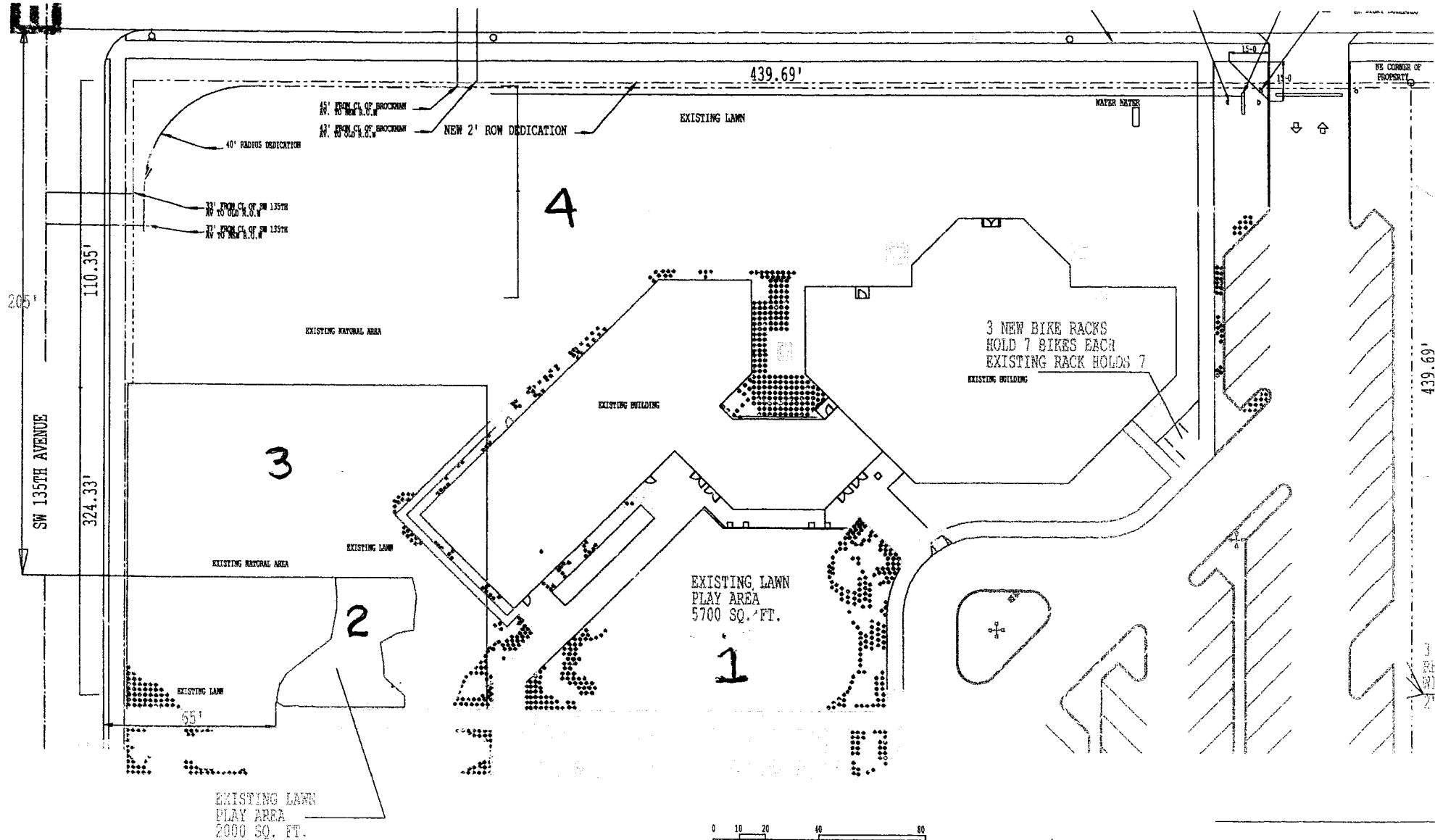
Typically there will be 4.5 students arriving per car based upon the current co-op data and data from schools with similar curriculums.

Please direct any questions regarding this data to Dave Cole at 503-524-3172.

DRC

5-31-2004

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Robert & Karen Miller  
9470 SW New Forest Drive  
Beaverton, OR 97008

July 20, 2004

RECEIVED  
JUL 21 2004  
COMMUNITY DEVELOPMENT

Development Services Division  
Attn: Ms. Kirkman  
Beaverton City Hall, Second Floor  
4755 SW Griffith Drive  
Beaverton, OR

RE: Southwest Hills Baptist Church  
Conditional Use Permit

Dear Ms. Kirkman:

We are writing to you to express our concerns regarding Southwest Hills Baptist Church's application for a conditional use permit to operate a school on their property.

My husband and I have lived at our current address for over 26 years. We bought our property when the area was first developed. When we first bought our house we were not aware that a church was being operated out of one of the houses in our area, which we thought was a single-family residence. Over the years the number of people attending the church has grown, and a number of years ago the church was permitted to build a structure to accommodate their growing numbers. Since that time, there has been increased noise in the area, with outdoor activities lasting well after 10:00 p.m. during summer hours. The large paved parking lot also attracts motorcycle riders, skate boarders, and other groups of children and teenagers throughout the year. Although I realize that those using the facility are having a good time, there has not been consideration of the surrounding neighbors. My husband must get up each morning at 4:30 a.m., and therefore goes to bed quite early each night. It is not really fair that his trying to sleep competes with children screaming, cars honking, headlights coming through the fence, etc. The original landscape plans had called for a 3-5 foot berm with 5-foot pine trees. The result of landscaping was seedlings obtained from the Boy Scouts, with no berm. While the trees are very tall, they are mostly all trunks, and there are no low branches providing protection from headlights. And although the church built a fence in the back of the property, it is not solid and does not provide relief from headlights.

Allowing 200 children to enroll in their school will only exacerbate the noise from the church. In addition, the increased traffic from parents dropping their children off at the

July 20, 2004

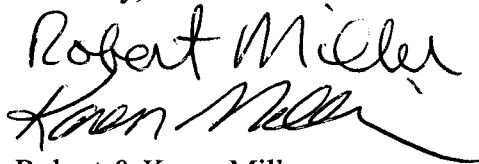
Ms. Kirkman

school and picking them up from the school will add to the excessive automobile traffic we already have to deal with on a day-to-day basis. There is a lot of housing being developed on Murray Boulevard and in the area west of Murray Boulevard, with the traffic funneling down Brockman to reach 217 and I-5. This increased traffic will be mixed with the traffic from the school and will surely increase the number of accidents in the area, making it an unsafe place for children.

We are awakened most Wednesday mornings shortly after 4:00 a.m. from the noise of the weekly garbage pickup. This is not acceptable in a residential area.

We already have a number of excellent schools in the area. We urge you to make the right decision in not allowing the conditional permit. Thank you for your consideration.

Sincerely,

Handwritten signatures of Robert and Karen Miller. The signature for Robert Miller is written in a cursive style, and the signature for Karen Miller is written below it, also in cursive.

Robert & Karen Miller

July 15, 2004

To: Sambo Kirkman  
At: e-mail [skirkman@ci.beaverton.or.us](mailto:skirkman@ci.beaverton.or.us)

Sambo,

I reviewed the updated file on the permit for the SW Hills Baptist Church private school, and I do have a few additional comments and observations.

First, on your advice, I did speak to many of the neighbors whose properties are adjacent to the Church property. I found that, while none of them (except Michael Broussard) have contacted the city regarding their concerns, many of them have complained about various things directly to the Church staff. So, at least in that respect, I am not the only one experiencing problems. Hopefully, they will contact you as well to express their concerns, and many said that they would attend the public hearing on July 21.

Among other things, they mentioned:

- a. the Church blows its parking lot apparently every Thursday...creating a lot of noise for an extended period of time, and blowing debris into the backyards of their neighbors
- b. the Church residence on Pinto is apparently a source of a lot of noise, especially during the evenings
- c. many parts of the Church's fence, which borders on neighbors' properties, is in severe disrepair
- d. The Church has a garbage pick-up at about 3am on Wednesday mornings. The container is emptied on the perimeter of the property bordering a neighbor's property, and creates a lot of noise at a very unreasonable hour.
- e. noise levels in general were also a complaint

(a couple people mentioned that, when they complained to the Church, they were given home-made cookies)

My additional comments:

1. Regarding noise

- a. The study that was done only addresses drop-off and pick-up times, it does not discuss recess times.
- b. The study was done with only 50 children on-site, not 200. Also, I don't know what activities the children were engaged in at the time.
- c. On page 7 of the amended application (second paragraph from the bottom), there is a reference to a limited outside play area, but it still does not clarify that the Church does make use of the South Lawn and the parking lot for outside activities. Also, it is very difficult to distinguish Church activities from school activities—making it plausible that any activity could take place on any part of the property, and just be labeled a "Church" activity. Also, on page 1, paragraph 4, there is a reference to a "grassed area west of the end of the new building that **could** be used as a play area." However, it does not state that it will be **the only area** on the property that will be used as an outside play area.
- d. Although I realize that the excessive noise generated by Church activities is outside the scope of this permit, I think that if you follow the progression of permits that have resulted in the problem as it exists today, you will realize why granting this permit causes me concern. That is, that allowing the school to operate on Church property will only result in additional future problems that we can't even anticipate now.
  1. When the Church was first built, the impact on the surrounding neighborhood of future excessive noise created by an expanding congregation, expanding activities, and even an expansion of the buildings on the property probably was not anticipated.
  2. When the building permit was granted to add additional buildings and expand the paved parking lot on the property, I'm sure several things were not anticipated:
    - a. one neighbor complained to me that the project increased the water run-off onto his property, causing flooding underneath his house
    - b. the heavy machinery used, especially to level the property, was difficult to live with, and may have caused foundation problems to homes on adjacent properties
    - c. that the Church would utilize the buildings to operate a private school

My question is, what will be next? And what problems will result from granting the Church the permit to operate a private school—now and in the future, anticipated *and* unforeseen. And while Pastor Rick genuinely seems to want to accommodate and placate his neighbors, what if he leaves the Church for one reason or another and his successor doesn't care to be so accommodating? (Pastor Rick has told me that some members of his Church already have asked him why they can't use the Church's property without regard to the noise those activities generate. If some future pastor chooses not to be an advocate for the neighbors to his congregation, things will not get better, they will get worse.) If I—or anyone—could answer these questions, I wouldn't be so concerned.

2. Regarding traffic

- a. on page 5, point #9, it states that there will be no changes to the grading or contouring of the site. I believe that the Church driveway should be utilized for all school traffic in and out of the Church, rather than causing delays for regular traffic (especially if a lot of Church traffic would be making a left turn from 135<sup>th</sup> Avenue onto Brockman). In order to accommodate that kind of traffic, there was concern expressed at the last hearing that the driveway would need to be re-contoured, especially to accommodate traffic turning left from Brockman into the driveway.
- b. traffic flow: page 7  
How will this be monitored and corrected if it is not followed? Does the city have that capability to monitor the situation and issue citations to individuals who don't follow the proscribed directions? People will always take the path of least resistance and travel the shortest route available, regardless of the existence of unenforceable rules and regulations.
- c. One possible solution: widen 135<sup>th</sup> Avenue at the intersection with Brockman, utilizing Church property—and create a left turn lane, a straight lane, and a right turn only lane. In addition, make 135<sup>th</sup> between New Forest and Brockman a no parking zone on the east (Church) side of the street.
- d. traffic flow—see page 10 #7:  
How can traffic flow be predicted with such certainty that no additional traffic will result on local streets, but only on arterial and collector streets? Again, people will take shortcuts through the neighborhood and intuition states that traffic will increase on local streets.
- e. The traffic analysis was done on July 1, 2004—the Thursday before a major holiday week-end, when many people are out-of-town. This means that it does not take into account existing school traffic for the existing schools in the neighborhood—or the 200 or more additional trips twice per day for the Church school. It doesn't even take into account the regular traffic—on a Thursday before the 4<sup>th</sup> of July. (Actually, in its application, on page 13, it sounds like drop-off and pick up times are not just at 8:30am and 3:30pm, but also from noon to 1pm. This is confusing to me, but it seems to imply that the school will be utilizing half-days for students, which will generate twice the number of trips to and from the Church.) At the very least, the traffic study should be done during the school year, not in the middle of the summer.

3. Regarding enrollment:

- a. on page 1, second paragraph and page 5, re 40.15  
This is still confusing to me. Enrollment is 250, but only 200 will be on-site at any one time on Monday, Wednesday, Friday. The home school population is 135 but only 50 will be on-site at any one time on Tuesday, Thursday. So what is the maximum school enrollment—250? What is the real maximum number of students on-site at any one time? Who will check the enrollment if/after the use permit is granted? How? To keep the on-site maximum at 200, will there be morning and afternoon classes with different students attending each? What does that do to the reliability of the traffic study? (I see many other flaws with the traffic study, anyway...see above)

Thanks again for your time. See you July 21

Jon Greenblatt

July 15, 2004

Ms. Sambo Kirkman;

This letter is being submitted in response to ~~CU2004-002~~ SW Hills Baptist Church Private School. We are Dennis and Lynn Boe and reside at 9496 SW New Forest Dr. This home is adjacent to the south property line of the church. We have lived here for over 26 years and thus have a long history of dealing with the church. There is on file my statement of concern regarding an earlier CUP for the church expansion. This statement was recorded at the Planning Commission Hearing Board meeting of May 27, 1981. You can see there have been problems dating back over 20 years and some have never been addressed by the church in a fashion acceptable to many of our neighbors.

Over the years there have been issues such as noise, late night activities, privacy in the yards of adjoining neighbors. Some of the terms of the BDSR 13-82 were never met as far as we can tell. (Strangely enough, the final rulings of the BDSR seem to have disappeared from city records. I, Lynn Boe have been to City Hall on at least 3 occasions searching through what seemed like miles of microfilm for the specifics of the boards findings. No one at City Hall could help me or explain why they seemed to not exist. ) One of the specified terms as we the neighbors understood was that the landscaping along the south property line was to be trees or evergreen shrubs which were a minimum 5 feet tall when planted. What we got was a row of 1 foot tall Douglas Fir seedlings obtained from the Boy Scouts. We have endured approximately 2 years of 7 AM Saturday leaf blower brigades lasting anywhere from 2-3 hours, late night (after 9 PM CUP directed Closing time) basketball games, in good weather almost no privacy in our own yards due to children playing along the fence and climbing the trees for a view of our yard. It seems as if we can never enjoy spending time in our backyard without there being people of various ages at the church using the outside areas for multiple activities. Obviously they are there Sunday morning until approximately noon, but the church lets another religious group use the building in the southeast corner of the lot on Sunday afternoon. Part of the original CUP/BDSR ruling was that the church was responsible for building (which was done) a fence along the entire property line of all neighbors on Pinto Ct and New Forest Dr and to MAINTAIN this fence. This has not been done, in fact the fence along our yard looks to be in terminal condition.

The church states they want to be good neighbors-I'm afraid they haven't succeeded in that endeavor. I do not feel they have added anything positive to the neighborhood. When the church leaders say that opening a school with a minimum of 200 students grade K-12 will not have a negative affect on the people in the neighborhood, we have to wonder if they think we are unable to figure things out on our own.

200 students plus teachers plus parents who the church says will need to be actively involved in the school won't affect traffic in the area? . If there are even 100 cars associated with the morning arrival of people at the school during the morning commute, that could conceivably increase the time it takes for others to get out of the neighborhood onto Brockman.

At the meeting we the neighbors attended at the church 8/13/03 regarding the proposed use of the church for a school, they stated there would be no Physical Education class/activities in their program. They are planning on keeping 200 students indoors all day? Then they say they would keep activities away from the south and southeast property boundary. Its noisy now without adding more students.

At the same meeting it was suggested that a chain be used to close the entrances to the church parking after the end of the specified operating hours. Because it is completely open to vehicles at all hours there are many nights when there are cars racing around the parking lot with the music and bass on full blast. The response to the suggested closure of the entrance was the usual no, it can't be done.

After many years of many negative aspects of life behind this church, inflicting further disruptive activities and conditions on the people of this neighborhood does not seem to be for the greater good or justified. We urge you to deny this Conditional Use Permit or at the very least apply restrictions to the conditions which would protect our neighbors and us. Thank you for your consideration of this matter.

Dennis W. Boe & Lynn Boe



RECEIVED

JUL 16 2004

July 10, 2004

Development Services  
City of Beaverton  
4755 SW Griffith Drive  
Beaverton, OR 97005

RECEIVED  
JUL 14 2004  
COMMUNITY DEVELOP DEPT.

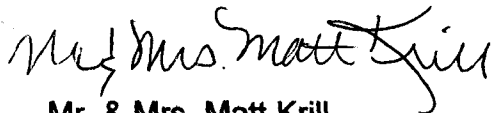
RE: CU2004-02  
S W Hills Baptist Church  
Private School

Already at many church functions, Southwest Hills Baptist Church does not have adequate parking. Overflow parking is forced to use both sides of SW 135<sup>th</sup>. During these times people who want to use the park on 135<sup>th</sup> or attend youth activities at Hiteon Elementary have no place to park.

As the City of Beaverton already knows 135<sup>th</sup> Avenue is experiencing more than its share of traffic issues. We are a major cut-through street to get to the recreation center, middle school, high school, people coming from 130<sup>th</sup> on the Tigard side and people just trying to escape the traffic and signals on Murray Blvd. and Scholls Ferry. More residential developing is being planned on 130<sup>th</sup> behind the high school, which will add more cars.

Opening another school in the area will again be stretching our streets beyond their capacities and affecting the livability of our neighborhood. Traffic from the new school could occur from the morning hours into the evening.

Until such time the traffic problems can be addressed and solved for the neighbors on 135<sup>th</sup> and Haystack, please do not allow more vehicles in our neighborhood!



Mr. & Mrs. Matt Krill  
10155 SW 135<sup>th</sup> Ave.  
Beaverton, OR 97008



Mr. & Mrs. Mel Richardson  
10170 SW 135<sup>th</sup> Ave.  
Beaverton, OR 97008

**From:** Robert Davis [mailto:rddavis1988@verizon.net]  
**Sent:** Tuesday, July 20, 2004 5:07 PM  
**To:** Mailbox Citymail  
**Subject:** Mail for CDD - Development Svcs

**RE:** Case File No./Project Name: CU2004-0002 SW Hills Baptist Church  
Private School; Use

To whom it may concern:

I am writing to you in support of SW Hills Baptist Church request for a private school and continued use of the building for their educational co-op. I have worked with children, 6th grade through high school as a volunteer in various youth organizations over a 17 year period and what I see of the children involved in this church's home school programs and the parental involvement amazes me. The youth are highly conversant, fun, and easy going, yet their dedication and desire to learn is clearly evident and a privilege to be around. My own children (7 and 3) were involved in the co-op this last year for the first time and I found the dedication of the parents and the quality of learning/care to exceed that of other schools we have looked into and that my oldest has attended.

It is my sincere hope that you will look favorably on the proposal and grant the conditional use permit to the church for the continued use by the co-op as well as the new private school. I know that the church and it's members take great care to be sensitive to the needs of their neighbors and will continue to do so whether this request is granted or not. However it would be a shame if such an opportunity for the children and the long standing dedication of the parents towards a quality education of these children is overlooked and lost.

Thank you for your time and thoughtful consideration of this request.

Sincerely,

Robert D. Davis, PMP  
997 SW Tomahawk Place  
Dundee, Or 97115

8165 SW 152<sup>nd</sup> Ave.  
Beaverton, OR 97007  
July 18, 2004

RECEIVED  
JUL 20 2004  
COMMUNITY DEVELOPMENT

The City of Beaverton  
Community Development Department  
Development Services Division  
P. O. Box 4755  
Beaverton, OR 97076  
Ref: RE: CU 2004-0002  
(SW Hills Baptist Church Private School Use)

Dear Mr. Kirkman,

For the past two years I have home-schooled my granddaughter. We have completed preschool and kindergarten. What a blessing it has been. As part of her curriculum she has participated in classes at our church co-op learning about the human body, signing, spelling, writing, reading and art. She has grown immensely from these experiences.

Now, she has an opportunity to have the best of both worlds – a school three days a week and homeschool the other two days. If our church is allowed to open this school, it will be both a great asset to her education and helpful to me as a grandparent. What a wonderful experience this would give her and widen her world.

After having worked in the school system for a couple of years, I was not willing to put her in public school. I see where she is given a more complete and efficient education at home. It has also been a very enriching time for us. The things she has learned in the co-op have, as well, enriched her life and she seems very mature for her age. She is reading, writing and spelling as well as memorizing large passages. It would be so wonderful if this could be expanded.

I would appreciate your support of a school at Southwest Hills Baptist Church on July 21<sup>st</sup> at the meeting of the City Planning Commission. We would be especially respectful of the neighbors around the church, working with them to keep the traffic and noise down, as I know this is a concern.

Thank you for taking time to read this letter and hear my words in support of this endeavor. You are welcome anytime in the school year to observe the students and see the wonderful work they are doing and question them about their learning/educational experiences.

Sincerely,



Marsha Sweitzer

RECEIVED  
JUL 20 2004  
COMMUNITY DEVELOP DEPT.

The City of Beaverton  
Community Development Department  
Development Services Division  
P. O. Box 4755  
Beaverton, OR 97076  
Ref: RE: CU 2004-0002  
(SW Hills Baptist Church Private School Use)

Dear Mr. Kirkman,

In regard to the above referenced project, I would like to tell you how I see the importance of allowing the school and co-op to proceed.

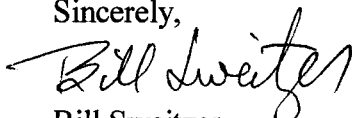
My granddaughter attends the co-op at the church. It is beneficial to her as we homeschool her and are not able to help her receive the education in various subjects we would like to. Due to the variety of classes given we are able to enroll her in several classes that are not only beneficial to her but also perhaps for the community. Let me explain.

Our granddaughter has taken two classes that have been a blessing to her. The two classes are Spanish and signing. These classes are not only good for her but will also be useful to the community. As she grows up in Beaverton she will be able to help those who are limited to only the Spanish language or those who don't hear by using signing.

Perhaps these classes are available in other schools but since we don't choose to use those means of education, we appreciate the home school co-op and what she can receive by way of education there.

These are just a few thoughts as they pertain to me. I urge you to support the Christian School proposal at the July 21<sup>st</sup> meeting of the City Planning Commission.

Sincerely,

  
Bill Sweitzer

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97016

*Hand-delivered*  
**RECEIVED**  
JUL 20 2004  
COMMUNITY DEVELOP DEPT.

RE: CU 2004-0002 (SW Hills Baptist Church Private School Use)

Dear Planning Commission,

I'm writing you in support of the Christian School that is being proposed to be held at SW Hills Baptist Church. I'm supporting this school for a number of reasons. The first and most important being my desire to see kids raised and trained in a way that will help them achieve academically and spiritually to their full potential.

I'm the son of a public school high school principal, and as such, have been highly involved with education my entire life. I've witnessed first hand successes and failures both in homes and in schools. A true view of education looks at both of these. That is where this school is truly unique from all the other private and public schools that I've seen. With its hybrid model, it is putting an emphasis on quality education at school, but also working diligently with the families to see that education continued, becoming a part of their lifestyle.

Clearly, this educational model won't appeal to everyone, but it doesn't have to. It will be a small school providing a new alternative to parents seeking what they feel is best for their child's education.

Five years ago, my family of three was looking for a place to live. We chose this neighborhood because of the appeal of the neighbors, the green spaces, and the proximity to Southwest Hills Baptist Church. We started attending this church prior to moving to Beaverton and loved it. The people, their philosophies, the ministry, and the focus on strong families were evident early on, and things that we too desired. The CO-OP has been a model of that commitment. We believe that the proposed Christian School will be another venue for that ministry, reaching people not only in the church, but those in the immediate community as well.

My now larger, family of five, is reaching the point where schooling decisions are being made. This is truly a unique offering, one that provides true choices and would give us more flexibility in determining how best to provide formal education for our kids. I urge you to please approve this CUP so the work can proceed to start this school next fall.

Thanks for taking the time to read this letter.

Javan Smith  
12945 SW Glenn Dr  
Beaverton, OR 97008

Clay & Cindy Nagel  
13590 SW Roan Ct  
Beaverton, OR 97008

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97076

July 14, 2004

RECEIVED  
JUL 19 2004  
COMMUNITY DEVELOP DEPT.

RE: CU 2004-0002 (SW Hills Baptist Church Private School Use)

Dear Committee Members,

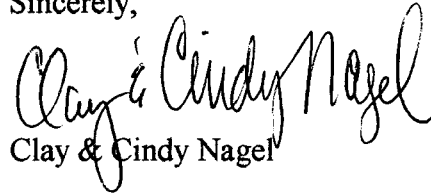
A year ago our family moved from Tualatin to Beaverton in order to live in closer proximity to South West Hills Baptist Church. We have found the community here to be active and vibrant. Surrounded by numerous shopping malls, restaurants, schools, walking paths and parks, we daily witness the plethora of community activity. Fall nights were filled with the sounds of high school football games. We have enjoyed walking to Hiteon Park for soccer league practices. Streets near the park are also often lined with cars of the many families who attend Little League games. This spring, we even witnessed and cheered the Southridge High School Band as it marched down our street, stopping traffic, in order to practice for parades! In the summer, people can be seen enjoying outdoor dining in neighborhood restaurants; and walking, jogging and bicycling down Greenway paths. These experiences are all diverse components of a healthy community life.

Southwest Hills Baptist Church is located in the middle of this active neighborhood community. Surrounded by parks, schools and businesses, it too, is a contributor to the welfare and health of the community. This church provides not only a place for many in the community to worship on Sunday, but it also enables people to connect with each other throughout the week. As a home school family, the church has provided a wonderful environment in which to network with other families. Group experiences like singing ensembles, drama clubs, and academic classes where students come together for learning and discussion have been a wonderful element of our children's academic experience.

As a busy mom, I often juggle many schedules for my children. It is easy to focus on negative factors such as carpools and errands, or to be burdened by the additional responsibilities associated with participating in worthwhile activities. An alternative choice would be to not participate at all. Though this option eliminates the arduous factors, it does so at the expense of losing the delight and rewards of participation. The privilege of cheering at my son's first soccer goal far outweighed the sacrifice it took to help him be a part of the team.

Our community is experiencing a similar dilemma. There has been concern that the amount of activity at South West Hills Baptist Church may be detrimental to the neighborhood because of excessive traffic and noise. While it is prudent to be considerate of the needs of the neighborhood, it is also wise to keep in view the larger picture. The church is just one of the many participants in our community life. It can be asked to either sit quietly in the center of the plethora of activity which surrounds it, or it can be an active, vibrant part of the community. The first option will restrict or reduce activity, thereby eliminating present concerns, but at the expense of not allowing people to participate in worthwhile activities. The absence of participation is a far greater loss than the absence of silence. For this reason, it is important to issue the conditional use permit.

Sincerely,

A handwritten signature in cursive script that reads "Clay & Cindy Nagel". The signature is written in dark ink and is positioned above the printed name.

Clay & Cindy Nagel

# EXHIBIT M.6

Lawrence W. Elzinga, M.D.  
9923 SW Stonecreek Dr.  
Beaverton, OR 97007

July 14, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97076

RECEIVED  
JUL 19 2004  
COMMUNITY DEVELOP DEPT.

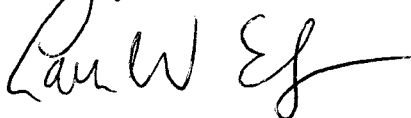
Re: CU 2004-0002 (SW Hills Baptist Church Private School Use)

Dear Sir/Madam:

I am writing in support of the above referenced C.U.P. For several years, I have had the pleasure of teaching the human anatomy/physiology section of the high school biology class for the home school co-op which meets on the premises. I have been impressed by the high caliber and maturity of the students, so much so, that I have regularly held the class at the local hospital where students have the opportunity to witness the practical applications of their learning, as well as to interact with members of the health care team. I believe that it is this unique experience that has resulted in an unusually high proportion of those students successfully pursuing careers in the health care field, including medical and dental students, physical therapists and several nursing professionals. I have no doubt that the private school proposed for the site would produce similarly well educated students of high moral character and citizenship who would serve as future role models in our community.

I urge your approval of the C.U.P. for the private school.

Sincerely,



Lawrence W. Elzinga, M.D.  
Past President, Washington County Medical Society

Rosalie Francetich  
8790 SW Pinebrook Street  
Tigard, OR 97224  
July 12, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97076

RECEIVED  
JUL 14 2004  
COMMUNITY DEVELOPMENT

Re: CU 2004-0002 (SW Hills Baptist Church Private School Use)

Dear City of Beaverton Commissioners:

There are few things more exciting to me than seeing a bunch of happy children hungering to learn about new things, eager to experiment and gain new understanding with their peers. It warms my heart when these little ones show such a passion for learning.

There are a lot of great things that happen during the week at SW Hills to this end. I have four children who have benefited through the years from some of these programs, three of which are graduated from high school and are contributing to our community as honest, hard-working citizens.

As SW Hills desires to organize a school, I am confident that they are determined to build wholesome values into young people who will be effective, caring citizens for the next generation. The education will emphasize character as well as academics. Don't we need more places of study where we are allowed to teach such things?

I certainly hope that you will consider favorably upon the request for a conditional use permit for our property. It is a unique opportunity to provide a smaller, loving environment to raise up strong healthy children for the future.

Respectfully,



Rosalie Francetich

# EXHIBIT M.8

RECEIVED

JUL 14 2004

COMMUNITY DEVELOP DEPT.

14304 SW Stallion Dr.  
Beaverton, OR 97008  
July 8, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97016  
**RE: CU 2004-0002 (SW Hills Baptist Church Private School Use.)**

To Whom It May Concern:

My name is Kathy Lamotte. My husband and four boys live in one of the neighborhoods close to Southwest Hills Baptist Church. One of the main reasons for moving to this area was the church and the families attending. When first visiting Southwest Hills, my husband

and I were both very impressed with the youth and young children attending. They were all

very involved with their families, very friendly, respectful, and willing to help when needed.

Since we have made Southwest Hills our church family, we have seen how committed the

church is to bringing up the next generation to serve in the community. My sons have already been involved in several activities, which included a free car wash for neighbors.

The reason for this letter is to urge the City of Beaverton to allow Southwest Hills to start a school at the church. I have seen the curriculum and know that they will be providing an exceptional education.

Thanks for your consideration as we work together to bring up the next generation to be a positive influence within our community and beyond.

Sincerely,



Mitch and Kathy Lamotte  
Matt, Josh, Jonathan, and Timothy

July 13, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
Po Box 4755  
Beaverton, OR 97076

RECEIVED  
JUL 15 2004  
COMMUNITY DEVELOP DEPT.

Re: CU 2004-0002 SW Hills Baptist Church Private School

Dear Sambo Kirkman,

Greetings! Thank you for the effort you put forth to help make Beaverton a wonderful city in which to raise a family. I am hoping that in writing this letter, you will be able to catch a glimpse of the educational opportunities that have been available to our homeschooling family due, in part, to the use of the building facilities at Southwest Hills Baptist Church.

Our family has been involved in the SW Hills Co-op for 3 years. We have 2 teenage daughters and during the time we have spent at the SW Hills Co-op, they have studied the History, Literature and Geography of the world, Biology, Chemistry, Algebra, and General Science. They have learned to knit, cook & sew and have taken beginning courses in Photography and Puppetry. They have also sewn quilts which we donated to the local Pregnancy Resource Center and Immanuel Hospital's Neo-natal unit. My older daughter sang in a Young Ladies Ensemble which performed in hospitals and retirement homes. Both our daughters have been able to experience a variety of teaching styles and have learned how to take tests in a classroom environment. The time spent at the SW Hills co-op has enabled them to develop friendships with their peers as they study and learn together. The co-op enriches our lives and our daughters education in such a positive way because each family brings their field of expertise to the co-op and shares it with other families.

I am enclosing some photos of my older daughter's insect collection and world map. The insect collection was compiled during the Biology class. The map of the world was the result of her freshman years study in a class called "Mapping the World by Heart". She outlined every continent and country and labeled every country, city and geographical feature from memory.

In closing, I urge you to support the Christian School proposal at the July 21 meeting of the City Planning commission.

Sincerely,

Susan Anderson



July 13, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
Po Box 4755  
Beaverton, OR 97076

RECEIVED  
JUL 20 2004  
COMMUNITY DEVELOPMENT

Re: CU 2004-0002 SW Hills Baptist Church Private School

Dear Sambo Kirkman,

I would like to say that I am fully in favor of the private school that they would like to begin at SW Hills Baptist Church. Not only do I live in the Beaverton area and fully support this plan I am also very interested in having my children enrolled in this school. I can think of nothing better then to have my children receive a wholesome education.

In closing, I urge you to support the Christian School proposal at the July 21 meeting of the City Planning commission.

Sincerely,

Tanya Sikes

City of Beaverton  
Planning Commisioners

RECEIVED  
JUN 29 2004  
COMMUNITY DEVELOP DEPT.


Re: CU 2004-0002 SW Hills Baptist Church Private School

I'm writing to ask you to support the C.U.P. application of Southwest Hills so that our proposed Christian school can be initiated.

As part of the development team for the proposed school, I can tell you that we have spent thousands of dollars to do both traffic and acoustic studies in order to satisfy the concerns you expressed at our meeting with you last May. Both our traffic engineers and our acoustical engineer expressed surprise that such detailed studies would need to be made for such a small project. And because the school is financially independent from the church and as yet has no students, these studies have cost us almost all the money we had. Nevertheless, we have done them, and, according to the engineers, the data strongly support us being granted a C.U.P.

I realize that some of the neighbors are concerned about traffic and noise. We have done our best to accommodate their concerns, and we will continue to do so. We ask that they also do their best to accommodate us. Both our school, which meets three days per week, and our co-op, which meets twice a week, are unique educational opportunities for our community. There is simply nothing like them anywhere in the area.

Thank you for listening to my concerns.

Sincerely,  
  
Rick Elzinga  
9665 SW Robbins Dr.  
Beaverton 97008

**The City of Beaverton  
Community Development Department  
PO Box 4755  
Beaverton, OR 97076**

**June 28, 2004**

**SW Hills Baptist Church, Private School Application      CU2004-0002  
Staff Planner: Sambo Kirkman**

**This letter is in support of the request for approval of the Conditional Use Permit that would allow Christian Education in the existing facility at Southwest Hills Baptist Church.**


**My name is Hazel Elzinga and I live in South West Beaverton at 8630 SW Muledeer Drive, 97008.**

**I urge you to approve the proposal by this Church.  
The School will be a great addition to the neighborhood and the City of Beaverton. My children and grand children have attended Christian schools or have been schooled in the home school and co-op systems. The results have been outstanding! Their grades have been excellent when compared to the National Standards results.**

**Since an appropriate Christian school has not been available in Beaverton, one of the children travels by car to Newberg for her education as was typical of her brother and sisters. They live in Beaverton and the proposed school will be of great value to them and their parents and in fact reduce traffic in the South Beaverton area.**

**I also ask that you consider the financial impact on the taxpayers of Beaverton. If this proposal is rejected 400 additional children will be directed into the public school systems. As you know it currently costs in excess of \$6000 per student per year to educate in Oregon. The Christian School and Co-op can save the taxpayers over \$240,000 per year if the students are allowed to attend this tax free educational system.**

**I ask that you approve the request for a CUP for this school. It will enhance our neighborhood and it will strengthen our community.**

**Sincerely,  
  
Hazel Elzinga  
6-28-2004**

**RECEIVED  
JUN 28 2004  
COMMUNITY DEVELOPMENT**

To Our City Commissioners,

June 2004

I am writing to you regarding our efforts to obtain the conditional use permit for SW Hill's school and co-op on Brockman and 135<sup>th</sup>. My family attends SW Hills and also lives in the neighborhood.

The church family is a caring body of people who wholeheartedly seek to make every effort to respect the neighborhood's desire for privacy and quiet. We are continually evaluating ways to ensure that we are being a good neighbor.

The children in our church are raised to look out for the interests of others, especially those in close proximity. On the whole, they are uncharacteristically mature and sensitive.

We ask that you please consider granting us the needed conditional use permit for our building which will only enhance our community as we seek to raise responsible leaders that will make an impact for the betterment of all.

Sincerely,  
*Ernst & Kristol Osswald*

Ernst and Kristol Osswald

RECEIVED  
JUN 25 2004  
COMMUNITY DEVELOP DEPT.

JUN 24 2004  
COMMUNITY DEVELOPMENT

Creighton H.N. Lau  
5720 S.W. 191st, Aloha, OR 97007

Wednesday, June 23, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
P.O. Box 4755  
Beaverton, OR 9706

Re: CU 2004-0002 SW Hills Baptist Church Private School

Attention: Sambo Kirkman

Dear Ms. Kirkman;

I appreciate all of your work in the CUP process for the above private school.

It is my belief that the Commissioners are focusing on important issues, but issues with readily available solutions:

- The traffic conditions can be readily resolved by amending the school's start and ending time as well as through a traffic flow pattern of ingress and egress from the school.
- The noise levels can be addressed through landscaping refinements as well as amending the start and stop times to respect residential occupancy and privacy concerns during the evenings.

Instead, I petition that the Commissioners focus on the greater good to our community. In these times of uncertain economic conditions, and physical attacks in our country, we as a community need to pull together in a joint effort to develop future leaders in business, scientific and social arenas.

I believe that this private school's unique *hybrid model synergizes*:

- ◇ The positive low teacher ratio of home school; and,
- ◇ The accelerated curriculum of a private school.

This model is a catalyst to develop future leaders with judicious vision, cogency, and respectful empathy.

It is my belief that the Beaverton Community Development Department has and will continue to work together with the private school at SW Hills Baptist by focusing on solutions for both the current issues as well as building future leaders for our community, region and country.

Respectfully,



Creighton H. Lau

Cc: SW Hills Baptist Church

June 22, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
PO Box 4755  
Beaverton, OR 97076-4755

RECEIVED  
JUN 24 2004  
COMMUNITY DEVELOPMENT

Dear Mr. Kirkman:

We are writing in regards to CU 2004-0002 (SW Hills Baptist Church Private School Use). We live five blocks from SW Hills Baptist Church and our children have benefited greatly from taking classes there through the homeschool co-op. Our oldest son was able to fulfill some of his high school credits by taking some of the more difficult courses at the co-op and our other children have taken enrichment classes there. Our family is also in support of SW Hills Baptist Church opening a private Christian school as an option for our children to attend in the future. We have confidence that they would receive an education there that would teach them to have a positive impact as future leaders and responsible family members and citizens for the Beaverton community and our nation at large.

Because of this, we hope to see the approval of a Conditional Use Permit for CU 2004-0002.

Sincerely,

*Harold Lee*  
*Jolene Lee*

Mr. Harold Lee  
Mrs. Jolene Lee

Vanessa Leamy  
17235 SW Terrapin Dr  
Sherwood, OR 97140

June 22, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
PO Box 4755  
Beaverton, OR 97076

RECEIVED  
JUN 25 2004  
COMMUNITY DEVELOP DEPT.

RE: CU 2004-0002 SW Hills Baptist Church Private School

Dear Beaverton City Council Members,

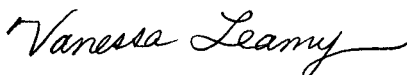
I am writing on behalf of SW Hills Baptist Church Private School. All of my life I grew up around education and church. My father was very active in the public school system as a teacher, principal, coach, and superintendent. I had very strong values instilled into me at a very young age and have continued on into adulthood. I am now a mother of three terrific boys. I, along with many other parents, desire to in turn instill strong moral values, social values, and provide a sound education for each of them. Unfortunately, the public school system I grew up in is not what I see in today's public schools. So, the next most affordable option was to homeschool. However, my biggest concern is will I be able to have the patience and energy to teach my children effectively? That is why I was thrilled to be a part of the team to start a private school at SW Hills Baptist Church where I can have the structure and help I need while still being an integral part of my children's education.

My family has been attending SW Hills Baptist Church since August of 2003 and in this brief amount of time we have witnessed true, caring citizens who not only care for one another as sisters and brothers, but also desire to show respect for their entire community. I have been astounded by the many thoughtful acts, such as, cleaning neighbors yards, baking cookies, just saying, "Hello", carried out by the members of this church. Any time a concern is raised in the community regarding the church, I have witnessed these concerns being taken with great consideration and responded to in kind.

Please take into consideration the generation that is to follow us. We all desire to be well taken care of when we are old, but I believe that will only be achieved if great care is taken when our children are young. SW Hills Baptist Church and future Private School will provide that sound teaching and care needed for our children. Thank you.

Kindest Regards,

Vanessa Leamy



Virginia Buck  
7525 SW Alpine Dr.  
Beaverton, OR 97008

June 22, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Dr.  
Beaverton, OR 97016

RECEIVED  
JUN 23 2004  
COMMUNITY DEVELOP DEPT.

Re: CU 2004-0002 (SW Hills Baptist Church Private School Use)

To Whom It May Concern:

What three things do the following people have in common: Albert Schweitzer, J. S. Bach, Martin Luther King, Jr., Mother Theresa, George Washington Carver, Corrie Ten Boom, Abraham Lincoln, Blaise Pascal, G.F. Handel, Harriet Tubman, and Fanny Crosby?

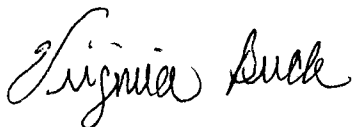
1. They loved Jesus and became His followers.
2. They made very valuable contributions to humanity.
3. They had people in their lives that nurtured the ideas that: 1) God loves them; 2) God's purpose for their lives was to glorify Him and to benefit humanity; 3) God will empower them to succeed despite challenges such as poverty, prejudice, oppression, and disabilities.

This school will be designed to nurture the ideas in the students that God loves them, He has a purpose for them that's better than living a self-centered life, and He will empower them to succeed. Besides teaching a solid base of the "3 R's" this school will emphasize serving others.

If our children are able to attend this school we're not assuming that they'll become famous names in history, but if we aim high and miss we're **all** better off than if we aim low. It's so important to know that Jesus loves you and He will empower you to love and serve others. Please approve the CUP so this school can nurture those ideas in the children who attend. Even if you don't share our beliefs you can appreciate the vision and you can benefit from the results.

Thank you very much for your time and attention to this matter.

Sincerely,



Virginia Buck

13215 S.W. Bluebell Lane  
Beaverton, Or 97008

June 21, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
P.O. Box 4755  
Beaverton, Or 97076

RECEIVED  
JUN 23 2004  
COMMUNITY DEVELOP DEPT.

Re: CU 2004-0002 S.W. Hills Baptist Church Private School

Attn: Sambo Kirkmam, Staff Planner

We are writing in support of the city approving a conditional use permit to S.W. Hills Baptist Church for the provision of operating a Christian school on the premises.

In this day and age it seems to us to be very evident that Christian education is so important in the development of good citizens. Our church has fundamental beliefs in the Bible and raising our children to honor and respect God, their country, property and their fellow man. We know that there has been negative input from some neighbors to the church due to what they consider to be noisy children. We have tried to be good "neighbors" and keep the noise to a minimum. However, when children are having fun with one another they can get quite exhuberant! We think that noisy well behaved children having fun is so much better however than perhaps the alternative. We think of children who appear to be up to no good whether it be in the woods that neighbor the church or in the park across the road or down the street aways. The neighbors should be comfortable knowing that the children they hear from our church are interacting as they play - not planning mischief, and they are supervised.

There are areas in Beaverton where one can observe unsupervised children/teenagers on the streets at all hours of the day or night. Many look like they would be the ones that we would be the most concerned about as to their activity and belief system. The children who use the Christian school would be supervised and would be faithfully taught and instructed not only in their school lessons but also in growth and development as good citizens to be an asset for our community and our future. That's a good thing!

In closing we would again ask that you favorably consider granting the Conditional Use Permit to our church for the operation of a school. Thank you for your consideration.

Sincerely,

  
Dale and Marva Keefer

Herbert G. Grey

Attorney at Law

June 17, 2004

RECEIVED  
JUN 18 2004  
COMMUNITY DEVELOP DEPT.

City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97005

Re: Southwest Hills Baptist Church Private School Use  
CU 2004-0002

Dear Community Development Staff:

I write in support of the requested conditional use permit (CUP) for Southwest Hills Baptist Church as a member of the church and a concerned citizen and business owner in the City of Beaverton.

The Southwest Hills Baptist Church has been a vibrant and steadily growing part of its South Beaverton neighborhood for over 25 years. In fact, a substantial percentage of the church's members and others who regularly attend live in close proximity to the church and were drawn to the church for that reason. They are as aware of the effect of growth, and are affected by that growth, as much as other neighbors who are not part of the church. As the area has grown dramatically, so has the church and its ability to connect with more and more of its neighbors because it serves an area that has relatively few churches or other houses of worship.

The church has addressed its own growth and its vision of Christian education advisedly, and a substantial part of our deliberations over time have been directed toward being "good neighbors" to those around us. While we have become aware of noise complaints from some of those neighbors, efforts have been underway for at least 2-3 years to ameliorate those concerns and be sensitive to those affected. We believe we have made some progress in that area during that time.

Respectfully, there are several points that should be carefully considered in evaluating the merits of the church's requested CUP:

1. The Christian school will operate almost exclusively during the day, when most people are at work or otherwise away from home, and it will

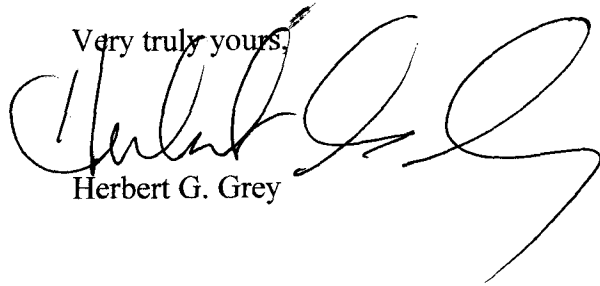
not even operate every single weekday, so its impact on the neighborhood should be nominal;

2. To the extent any of the surrounding neighbors are opposed to any future growth or development of the church, that is not a realistic expectation when one considers the amount of commercial and other development in the area. The answer lies in appropriate management of the growth rather than prohibiting it, and there is no reason to limit the church when development nearby abounds;
3. The school is not intended to have a large enough population that it will have a dramatic effect on traffic in the area, especially on Brockman. It bears noting there has been a significant amount of commercial and other development on Murray Boulevard and improvements to SW 125<sup>th</sup>, both of which contribute much more noise and traffic to the area than the church's activities do or will;
4. The Christian school and the home-school cooperative are not only conceived as an integral part of the church's programming, but are intended to help serve a substantial population of Beaverton residents who desire alternative choices for educating their children. While my children attend Beaverton public schools, the Fourteenth Amendment to the U.S. Constitution guarantees parents the right to make different choices for their children's education. That right should be supported and accommodated by the City whenever possible, just as it has been supported and accommodated by the U.S. Supreme Court;
5. The church has already made a substantial investment in construction with the approval of the City that is intended to accommodate future growth and allow better use of the church's facilities. It would be unfair to have made such an investment with the City's blessing and not be able to capitalize on it when the time comes; and
6. Finally, I have had personal experience with the City's interest in connectivity and high density housing at the expense of established neighborhoods. Such policies are far more detrimental to the quality of life in quiet Beaverton neighborhoods than the proposed activities of SWHBC, especially when one considers a church is more conducive to a quiet neighborhood than most commercial or high-density residential developments.

I appreciate the difficulty of balancing the interests of the church and others, and you have a legitimate interest in addressing the concerns of others who oppose this requested CUP. However, it should be possible to approve the CUP while meeting those concerns and ensuring the livability of the South Beaverton neighborhood.

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Herbert G. Grey', written over the typed name.

Herbert G. Grey

cc: David Cole  
Church

The City of Beaverton  
 Community Development Dept.  
 Development Services Division  
 4755 SW Giffith Dr  
 Beaverton OR 97006

RECEIVED  
 JUN 17 2004  
 COMMUNITY DEVELOPMENT DEPT

Karen Haley  
 15890 SW Bridle Hills Dr  
 Beaverton OR 97007  
 (503) 644-0354  
 6/16/04

To Whom it May Concern,

Please grant a Conditional Use Permit to S.W. Hills Baptist Church for Private School use re: CU 2004-0002. Although my children attend the Beaverton Public Schools (BHS & Highland Park MS) I am very much in favor of the coop and would be in favor of the Christian School. I am a parent volunteer with the church's youth group activities and have had the privilege of knowing many of the coop kids. What a fine group of well-mannered, considerate children! I have also stopped by the church often when the coop kids are playing outside and they are not excessively noisy. The church staff and parents supervise the kids and the elders kid also are conscientious about supervising the young ones. For church youth group activities, we are careful to play louder outside games on the Brockman side of the church to be considerate of our neighbors. The submitted studies will show the limited impact of noise on our immediate neighbors. I appreciate your far-minded consideration of this.

Sincerely, Karen A Haley

Mr. & Mrs. Mark Crook  
15780 SW Stratford Loop  
Tigard, Oregon 97224

June 13, 2004

RECEIVED  
JUN 15 2004  
COMMUNITY DEVELOPMENT

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, Oregon 97016

RE: CU 2004-0002 (SW Hills Baptist Church Private School Use)

Dear Committee Members,

We write this letter to simply voice our personal experience and desire regarding the use of the building housing Southwest Hills Baptist Church in Beaverton. Our family has greatly benefited from the homeschool co-op that has been able to meet there regularly over the past few years.

The needs and circumstances for one of our children directed us to homeschool her. This was a new experience for our family and we relied heavily on others in the co-op for advice on many matters. This has proved to be a very positive and successful endeavor for our daughter. The co-op not only provided opportunity for her to share learning experiences with others her own age, but she has also seemed to thrive in this environment. (She just finished 10<sup>th</sup> grade, and has consistently scored very high in the national standardized tests.)

We are very, very grateful to live in a community where the freedom to choose styles of education is available to us. Both of our daughters have done very well in their schoolwork, but we were very glad to be able to "tailor" their educations to their personal needs, which turned out to be different from each other. In your consideration of the Conditional Use Permit for the private school use at Southwest Hills Baptist Church, may we ask that you please grant the use of this building to further serve our community? We believe a variety of educational options for parents to educate their children is a great benefit to this community.

Thank you for your attention and service in this matter.

Sincerely,

*Mark & Becky Crook*

Mark & Becky Crook

June 7, 2004

The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97016

RECEIVED  
JUN 10 2004  
COMMUNITY DEVELOPMENT

RE: CU 2004-0002 (SW Hills Baptist Church Private School Use)

We have lived in Beaverton for 11 years, and in the Sorrento Ridge area for over 2 years. This community is represented by several very active schools, parks and walking/biking paths. People live here knowing Hiteon School is right next door, and as a result, neighbors will hear the noise of children playing, and sporting events like baseball and soccer all year round. Cars will be parked up and down both sides of 135<sup>th</sup> Street on weekdays and weekends. Because Hiteon, Conestoga and Southridge are within walking distance, there are no school buses, but each morning and afternoon children walk through the streets of the neighborhood going to and from school. Parents driving children to and from Hiteon line up on Brockman both morning and afternoon. During the fall, we hear the Southridge PA system and the cheer of the football games, as well as the marching band practicing up and down the streets. People park their cars adjacent to our property in order to use the many paths in the neighborhood. We also hear the firehouse siren. We consider all of this a wonderful part of living in an active neighborhood. SW Hills Baptist Church is also an important part of this neighborhood. It provides our family with the opportunity to be involved with other families with similar interests. We especially enjoy the benefits of the SW Hills Homeschool Coop. The activities of SW Hills are very consistent with the other activities that go on every other day within the schools and parks in this neighborhood. It is a vital part of this community. We hope to continue to use the church property for the enrichment of our children's education and that the city will issue the conditional use permit to SW Hills Baptist Church.

Thank you,

Bruce & Marcia Bogert  
13535 SW Chariot Court  
Beaverton, OR 97008  
503.524.5795

cc: SW Hills Baptist Church

**The City of Beaverton  
Community Development Department  
4755 SW Griffith Drive  
Beaverton, OR 97016**

**RECEIVED** **EXHIBIT M.23**  
JUN 4 2004 June 1, 2004  
COMMUNITY DEVELOP DEPT.

**SW Hills Baptist Church, Private School Application CU2004-0002  
Staff Planner: Sambo Kirkman**

**This letter is in support of the request for approval of a CUP allowing Christian Education in the existing facility.**

**My name is David Cole and I have lived in South Beaverton at 10270 SW Davies Rd. since 1980. I was raised in the area which is now Beaverton starting in 1940. Prior to our present home we lived on Scout Drive but 12 years ago we had to make some changes because of my physical condition. One of the criteria that we set for the new home was that it should be within 2 miles of our church, SW Hills Baptist Church.**

**The Church is unique and in my observation three things stand out:**

- 1<sup>st</sup>, It is a Church that teaches from the Bible, strictly and without falter.**
- 2<sup>nd</sup>, It is a Church that demonstrates a tremendous love for all of its family members.**
- 3<sup>rd</sup>, It has a tremendous desire to educate children properly.**

**The curriculum proposed for the Christian School has numerous unique courses that probably will only be available to Beaverton residents in this school. I frequently see evidence of the quality of the education currently going on at the school but last week I saw demonstrated how unique the program is.**

**I attended a Memorial Service recognizing our service men and the sacrifices they have made for us. The service was open with the recitation of the Pledge of Allegiance to Our Flag. Not unusual you might think but it was recited and delivered in sign language by 5 children from 3 to 7 years of age. The signing and the pledge had been learned in the co-op at SW Hills Baptist Church over the past few weeks.**

**Signing is a unique method of communication being offered as an elective at the co-op and school for children starting in Kindergarten!**

**The City code 5.7.1.b indicates, "Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded."**

**I urge you to approve the request for a CUP for this school. It will enhance our neighborhood and it will strengthen our community.**

**Sincerely,**  
  
**David R. Cole**

**PS: If you would like to open one of the Planning Commission Meetings with the Pledge of Allegiance, I'm sure that the children would enjoy the opportunity to be involved in their community. You would leave impressed!**

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**REQUEST FOR CONTINUANCE**

TO: CITY OF BEAVERTON, DEVELOPMENT SERVICES DIVISION


RE: Case File No: <sup>1</sup> CU2004-0002

I, David Cole, as the applicant or with authority to act on behalf of the applicant, hereby request pursuant to ORS 227.178(5), a continuance of the City's action on this case file. I understand and accept that the State of Oregon's 120 day processing rule for land use decisions will be extended by the length of the continuance.

Application Deemed Complete Date: \* February 25, 2004Original 120 Day Final Decision Date: \* June 24, 2004Number of Days of Continuance Request: 94 daysFinal Written Decision Date: OCTOBER 1, 2004Continuance Shall Not Exceed (240 day date): \* October 22, 2004

I understand Beaverton Development Code Section 50.25.8 - 10 allows the applicant to continue this application forward by no more than 120 additional days. No matter the number or length of continuance requests, the Development Code requires that a final decision be made within 240 days as determined from date of application completeness.

Dated this 10 day of JUNE, 2004  
(day) (month) (year)

Signature: Print Name: DAVID R. COLERepresenting: SW HILLS BAPTIST CHURCH

\* City staff will provide this date

<sup>1</sup> In the event there is a request for continuance of more than one (1) application, a separate Request for Continuance form shall be completed for each application.

## REQUEST FOR CONTINUANCE

TO: CITY OF BEAVERTON, DEVELOPMENT SERVICES DIVISION

RE: Case File No: 1 CU 2004-0002

I, \_\_\_\_\_, as the applicant or with authority to act on behalf of the applicant, hereby request pursuant to ORS 227.178(5), a continuance of the City's action on this case file. I understand and accept that the State of Oregon's 120 day processing rule for land use decisions will be extended by the length of the continuance. *Request for a continuance for a date uncertain.*

Application Deemed Complete Date: \* February 25, 2004

Original 120 Day Final Decision Date: \* June 24, 2004


Number of Days of Continuance Request: 63 days

Final Written Decision Date: September 1, 2004

Continuance Shall Not Exceed (240 day date): \* October 22, 2004

I understand Beaverton Development Code Section 50.25.8 - 10 allows the applicant to continue this application forward by no more than 120 additional days. No matter the number or length of continuance requests, the Development Code requires that a final decision be made within 240 days as determined from date of application completeness.

Dated this 21 day of April, 2004  
(day) (month) (year)

Signature:   
Print Name: Kenneth L. Sandberg  
Representing: SW Hills Baptist Church

\* City staff will provide this date

<sup>1</sup> In the event there is a request for continuance of more than one (1) application, a separate Request for Continuance form shall be completed for each application.

## PLANNING COMMISSION MINUTES

April 21, 2004

### CALL TO ORDER:

Vice-Chairman Dan Maks called the meeting to order at 7:00 p.m. in the Beaverton City Hall Council Chambers at 4755 SW Griffith Drive.

### ROLL CALL:

Present were Vice-Chairman Dan Maks; Planning Commissioners Eric Johansen, Shannon Pogue, Alan DeHarrport, and Scott Winter. Chairman Bob Barnard and Planning Commissioner Gary Bliss were excused.

Senior Planner Colin Cooper, Senior Planner John Osterberg, Associate Planner Sambo Kirkman, Associate Planner Tyler Ryerson, Senior Transportation Planner Don Gustafson, Assistant City Attorney Ted Naemura, and Recording Secretary Sheila Martin represented staff.

The meeting was called to order by Vice-Chairman Maks, who presented the format for the meeting.

### VISITORS:

Vice-Chairman Maks asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item.

Observing that there were some Boy Scouts in the audience, Vice-Chairman Maks invited them to identify themselves and the purpose of their visit.

TYLER SUNDSTEIN and MITCHELL HOTSEIGER introduced themselves and members of *Boy Scout Troop No. 728*, adding that they are attending a Planning Commission Meeting in an attempt to earn their Citizenship in the Community Merit Badges.

**STAFF COMMUNICATION:**

Senior Planner Colin Cooper explained that although the Review of the Updated Planning Commission By-Laws is listed on the Agenda, members of the Commission have indicated that they would prefer additional time to review the information before a formal discussion is scheduled. He suggested that any comments with regard to this issue be forwarded to him to allow him the opportunity to create an updated document prior to this discussion.

Vice-Chairman Maks agreed that this discussion should be postponed.

**OLD BUSINESS:**

Vice-Chairman Maks opened the Public Hearing and read the format for Public Hearings. There were no disqualifications of the Planning Commission members. No one in the audience challenged the right of any Commissioner to hear any of the agenda items, to participate in the hearing or requested that the hearing be postponed to a later date. He asked if there were any ex parte contact, conflict of interest or disqualifications in any of the hearings on the agenda. There was no response.

**CONTINUANCES:****I. CU 2004-00002 - SW HILLS BAPTIST CHURCH PRIVATE SCHOOL; USE**

(Continued from April 14, 2004)

The applicant proposes to use the existing church and classroom complex for a private school to be run from 8:30 a.m. to 3:30 p.m. Monday, Wednesday, and Friday, and to allow a home school cooperative to use the facility Tuesdays and Thursdays, with a maximum of 200 students. Educational institutions, including private schools, are a conditional use in the Urban Standard Density zoning district.

Commissioners Johansen, Pogue, DeHarpport, and Winter and Vice-Chairman Maks indicated that they had visited and/or are familiar with the site and had no contact with any individual(s) with regard to this application.

Vice-Chairman Maks provided a brief description of the public hearing process.

1 Associate Planner Sambo Kirkman submitted the Staff Report, briefly  
2 described the application, recommended approval subject to certain  
3 Conditions of Approval, and offered to respond to questions.

4  
5 Referring to existing problems at the intersection of SW 135<sup>th</sup> Avenue  
6 and SW Brockman Road, Commissioner Johansen requested  
7 information with regard to any guidance the applicant had received in  
8 terms of which issues needed to be reviewed.

9  
10 Senior Transportation Planner Don Gustafson responded that staff  
11 had requested that the consultant follow the scope analysis provided in  
12 the Development Code, adding that this provides for an analysis of  
13 major intersections within 1000 feet of the site, and specifically  
14 intersections that are impacted by an amount of 5% or more.

15  
16 Commissioner Johansen questioned whether the Development Code  
17 provides the Commission with the ability to scope the study to  
18 determine the impact on other intersections as well.

19  
20 Mr. Gustafson advised Commissioner Johansen that this would be an  
21 option with regard to an intersection that is located within a  
22 reasonable distance of a proposed development site.

23  
24 Observing that this school would have a maximum of 200 students,  
25 Vice-Chairman Maks questioned whether this refers to 200 students  
26 enrolled or 200 students in the facility at one time.

27  
28 Ms. Kirkman informed Vice-Chairman Maks that while staff had  
29 based the application upon 200 students at the site, she would prefer  
30 that the applicant respond to this question.

31  
32 Commissioner DeHarpport questioned whether a landscape noise  
33 reduction plan has been provided.

34  
35 Noting that the applicant has provided a noise reduction plan, Ms.  
36 Kirkman added that a professional noise study has not been  
37 completed.

38  
39 Mr. DeHarpport pointed out that although the approval does not apply  
40 the use as a nursery school as defined in Chapter 90, Condition of  
41 Approval No. 3 states that use of the facility for Pre-Kindergarten  
42 students shall be for a period of less than four hours a day.

1 Referring to Chapter 90 of the Development Code which specifies that  
2 nursery schools are providing services to include supervision of  
3 children for greater than four hours, Ms. Kirkman pointed out that  
4 this particular program allows Pre-Kindergarten students to attend for  
5 a period of 45 minutes and that a curriculum is to be provided.  
6

7 Mr. DeHarpport requested clarification with regard to a plan for the  
8 minimum of 28 bicycle spaces.  
9

10 Ms. Kirkman stated that the applicant has identified some bicycle  
11 parking prior to the opening of the school, noting that additional  
12 parking spaces would be provided as well.  
13

14 Commissioner Pogue questioned whether there are specific licensing  
15 requirements pertaining to this use.  
16

17 Ms. Kirkman responded that while day cares have very specific  
18 licensing requirements, she prefers to defer to the applicant to explain  
19 certification requirements applicable to private or home schooling.  
20

21 **APPLICANT:**  
22

23 **KEN SANDBLAST**, Land Use Planning Consultant representing  
24 Southwest Hills Baptist Church, introduced Todd Mobley, Traffic Engi-  
25 neer for *Lancaster Engineering* and Pastor Rick Elzinga. Referring to  
26 Condition of Approval No. 5, he requested clarification with regard to  
27 whether the final sentence prohibits the church from requesting a  
28 Design Review 2 for outdoor activity at some point in the future.  
29

30 Vice-Chairman Maks advised Mr. Sandblast that this Condition of  
31 Approval could be modified to allow for this possibility.  
32

33 Noting that the applicant concurs with staff's findings and Conditions  
34 of Approval with regard to this proposal, Mr. Sandblast requested  
35 approval of the application and offered to respond to questions.  
36

37 Observing that members of the church are very excited about unique  
38 educational philosophy and motto associated with this proposal,  
39 **PASTOR RICK ELZINGA** pointed out that there are no similar pro-  
40 grams operating in the State of Oregon at this time. He explained that  
41 the program is structured in order to incorporate the best advantages  
42 of home education with those of the traditional classroom model.  
43

1 Mr. Sandblast noted that the additional bicycle parking could easily be  
2 provided prior to occupancy of the building.

3  
4 Emphasizing that a conditional use runs with the land, Vice-Chairman  
5 Maks pointed out that a future use could involve both a morning and  
6 an afternoon Pre-Kindergarten class of 200 students, adding that it is  
7 likely that the Traffic Analysis had not addressed this possibility.

8  
9 Mr. Sandblast explained that the church leadership has required that  
10 the school not provide Pre-Kindergarten classes, adding that this is  
11 only included to address the few Pre-Kindergarten students who  
12 attend the Home School Cooperative on Tuesdays and Thursdays.

13  
14 At the request of Vice-Chairman Maks, TODD MOBLEY, Traffic  
15 Engineer representing *Lancaster Engineering*, described the time  
16 frames for the peak periods, as follows:

- 17  
18 • PM afternoon school peak period (same as AM peak period for  
19 regular street traffic) – a one hour period of time between 2:00  
20 PM and 4:00 PM.  
21 • AM morning school peak period – 7:15 AM to 8:15 AM.  
22 • PM peak period for the regular street traffic – insignificant  
23 impact -- no full analysis provided.

24  
25 Vice-Chairman Maks pointed out that the applicant had utilized the  
26 Traffic Study prepared by *Lancaster Engineering* for the Grace  
27 Community Church. Noting that this study had indicated a higher  
28 rate of trips than the standard ITE 520 for elementary schools and  
29 because a private school generates more traffic than a public school, he  
30 requested clarification with regard to the percentage of the difference  
31 between these estimates and the ITE numbers.

32  
33 Mr. Mobley said he was not sure; he thought the numbers for Grace  
34 Community Church were slightly higher.

35  
36 Emphasizing that he prefers to have the statistics with regard to any  
37 non-ITE statistics, Vice-Chairman Maks requested that Mr. Mobley  
38 review his information and determine the percentage of the difference.

39  
40 Referring to the AM peak period, Vice-Chairman Maks questioned why  
41 some vehicles are remaining on the site prior to the start of school.

42  
43 Mr. Mobley explained that some of these vehicles do not remain for the  
44 entire school day.

1 Referring to the statement that the trip distribution was modified  
2 slightly to reflect the members who live near the church, Vice-Chair-  
3 man Maks requested clarification with regard to this modification.

4  
5 Mr. Mobley was not sure; he believed the trip distribution is  
6 determined by zip codes and the trips from each area.

7  
8 Vice-Chairman Maks repeated that he would like further information  
9 with regard to how the trip generation was modified.

10  
11 Mr. Mobley indicated that he would need to review his notes to provide  
12 a specific answer to this question.

13  
14 Vice-Chairman Maks questioned whether the applicant had considered  
15 studying the intersection of SW 130<sup>th</sup> Avenue and SW Brockman Road.

16  
17 Mr. Mobley responded that he was not aware of any consideration of  
18 this intersection.

19  
20 Vice-Chairman Maks pointed out that he can not find fault with the  
21 applicant if staff had not provided direction with regard to this specific  
22 intersection. He expressed concern with the stacking in the left-hand  
23 turn lane and traffic safety issues.

24  
25 Referring to the Narrative, which is dated March 29, 2004, and the  
26 Traffic Report, which is dated March 9, 2004, Commissioner  
27 DeHarpport questioned whether the indication that the traffic volumes  
28 are a Level of Service (LOS) "C" involves a typographical error.

29  
30 Mr. Mobley clarified that the LOS "C" references the site accesses only,  
31 not the intersection of SW 135<sup>th</sup> Avenue and SW Brockman Road.

32  
33 Commissioner DeHarpport questioned whether any specific signage  
34 with regard to the school has been proposed.

35  
36 Mr. Mobley advised Commissioner DeHarpport that no signage is  
37 planned at this time.

38  
39 Commissioner DeHarpport requested clarification with regard to the  
40 grassed area proposed to be utilized as a recreation play area.

41  
42 Mr. Mobley explained that this area is indicated on Exhibit 3.2, specifi-  
43 cally the southwestern corner of the rectangular-shaped building.

1 Commissioner DeHarpport emphasized the necessity of complying with  
2 the Comprehensive Plan.

3  
4 Commissioner Johansen questioned whether the background traffic  
5 takes into account any development that has been approved but has  
6 not yet been constructed, specifically the Haggen Store and other  
7 development that is occurring west of SW Murray Boulevard.

8  
9 Observing that staff would have to furnish this information, Mr.  
10 Mobley responded that while he believes that the background growth  
11 rate had been applied, there are some instances in which certain  
12 development would create a significant impact.

13  
14 Commissioner Johansen questioned whether the applicant had  
15 obtained an accident history for this particular intersection.

16  
17 Mr. Mobley advised Commissioner Johansen that there had been no  
18 crash analysis prepared for this intersection.

19  
20 Commissioner Johansen requested information with regard to the  
21 anticipated hours for the home school cooperative.

22  
23 Observing that the majority of the home school students would be  
24 there for one specific class, Mr. Mobley pointed out that while this  
25 particular class is scheduled around noon, some of the students would  
26 arrive as early as 7:45 AM and the majority of the classes begin around  
27 8:30 AM.

28  
29 Referring to a ditch and grove of significant trees that are located  
30 along the south side of the property, Commissioner Winter questioned  
31 whether there is ever water in the ditch.

32  
33 Mr. Mobley indicated that he believes that this ditch had been created  
34 to address the flood water in the area, adding that while he has never  
35 actually noticed water in the ditch, children would not be allowed  
36 access to this ditch.

37  
38 Commissioner Winter explained that he is concerned with what  
39 appears to be conflicting statements, specifically that while there is no  
40 outdoor play area, the applicant is working on plans to provide an  
41 outdoor play area.

1 Mr. Mobley advised Commissioner Winter that the applicant is  
2 working on a plan to determine what is needed and provide  
3 appropriate outdoor activities.  
4

5 Mr. Sandblast clarified that the school had obtained permission from  
6 Tualatin Hills Park & Recreation District (THPRD) to utilize the park  
7 facility across the street for occasional outdoor activities, emphasizing  
8 that this occasional use has been defined as any time THPRD is not  
9 performing maintenance at the facility. He pointed out that the school  
10 also has a large indoor area that the students would be allowed to  
11 utilize, adding that a small play area to the southwest of the building  
12 would be proposed at some point in the future, noting that this play  
13 area may include one volleyball court and one play structure.  
14

15 Vice-Chairman Maks pointed out that a Traffic Study should address  
16 any potential maximum and most intense use for a site.  
17

18 **PUBLIC TESTIMONY:**  
19

20 **DAVID COLE** and **CREIGHTON LAU** indicated that they did not  
21 intend to testify at this time and Vice-Chairman Maks pointed out that  
22 both yellow testimony cards had expressed support of the application.  
23

24 Observing that she is both an employee of the school and a parent,  
25 **JOLAINE DAVIS** expressed her support of what she referred to as a  
26 hybrid model educational system, adding that she is very impressed  
27 with the high standards and rare educational opportunity this school  
28 would provide for her children who would be provided the support they  
29 need to become contributing members to our society.  
30

31 Vice-Chairman Maks questioned the distance Ms. Davis would be  
32 traveling for her children to attend this school.  
33

34 Ms. Davis advised Vice-Chairman Maks that she lives in Dundee, just  
35 outside of Newberg, adding that she probably has a greater distance to  
36 travel than any other members of the church.  
37

38 **IAN HAWLEY** indicated that he did not intend to testify at this time,  
39 and Vice-Chairman Maks pointed out that his yellow testimony cards  
40 had expressed support of the application.  
41

42 **MICHAEL BROUSSARD** expressed his opposition to the application  
43 and explained several key issues pertaining to the conditional use and  
44 this proposed development, specifically his concern with maintenance

1 issues pertaining to certain trees and shrubs and an existing fence. He  
2 pointed out that he has concerns with regard to traffic issues and the  
3 necessity of providing a noise study. On question, he advised  
4 Commissioner Winter that the fence he has referenced actually  
5 straddles the property line. He noted that several individuals who had  
6 expressed their opposition at the Neighborhood Meeting are not in  
7 attendance this evening.

8  
9 Commissioner Johansen informed Mr. Broussard that several letters  
10 from the neighbors have been received and entered into the record.

11  
12 Vice-Chairman Maks advised Mr. Broussard that he should address  
13 issues pertaining to the fence and trees with the applicant and/or staff.

14  
15 **APPLICANT REBUTTAL:**

16  
17 Mr. Sandblast concurred with Vice-Chairman Maks' recommendation  
18 that Mr. Broussard discuss the fence and tree issues with the appli-  
19 cant, and pointed out that a noise study would be provided when it has  
20 been determined which outdoor activities would occur on the site.

21  
22 Mr. Mobley explained that the trip rates determined for Grace  
23 Community Church are basically double the ITE trip rates, adding  
24 that these rates are approximately three times greater during the  
25 afternoon peak hour. He discussed queue lengths, growth rate issues,  
26 and the zip code analysis.

27  
28 Observing that SW Brockman Road had been under construction at the  
29 time these traffic counts had been determined, Commissioner  
30 Johansen pointed out that the actual traffic counts would not be the  
31 same and may even be substantially different.

32  
33 Mr. Gustafson explained that the traffic counts had been determined  
34 prior to the construction and had been factored up to include changes.

35  
36 Vice-Chairman Maks clarified that a Level of Service "E" would involve  
37 one vehicle in the queue lane and a delay of greater than 50 seconds.

38  
39 Mr. Gustafson pointed out that Vice-Chairman Maks had just defined  
40 the threshold into a Level of Service "F".

41  
42 Commissioner Johansen noted that he is not prepared to approve this  
43 application at this time, based on the traffic issues that are involved,

1 adding that more information is necessary regarding traffic counts,  
2 queuing issues, and accident history for that specific intersection.

3  
4 Expressing his opinion that this proposal would involve an excellent  
5 use of the existing property, Commissioner DeHarpport explained that  
6 more clarity is needed, including plans for an outdoor play area and  
7 bicycle parking. He noted that no outdoor activities should be  
8 permitted until such time as a proposal is submitted for the Planning  
9 Commission to review a modification under this approval.

10  
11 Emphasizing that he supports the spirit of the intention and goals of  
12 the applicant and this proposal, Commissioner Winter explained that  
13 the Commission is accountable to comply with applicable criteria of the  
14 Development Code, adding that there is not adequate clarity with  
15 regard to the play area and traffic at this time to make this decision.

16  
17 Observing that he supports what the applicant is attempting to  
18 achieve through this proposal, Commissioner Pogue noted that while  
19 he is not concerned with noise that would be created by the children,  
20 he does believe that any future plans for an outside play area should  
21 be reviewed by the Commission. He pointed out that he could not  
22 support this application until further clarification is provided  
23 pertaining to the traffic issues that had been discussed.

24  
25 Vice-Chairman Maks stated that while he does not support the  
26 application as proposed, he would support the modification of the  
27 Condition of Approval providing that any future proposal for an  
28 outside play area would be reviewed by the Commission. Emphasizing  
29 that he has lived in this area for many years and that this church has  
30 been a tremendous asset to the community, he emphasized that  
31 appropriate traffic information is an important issue, particularly with  
32 regard to providing access to the site without creating what he referred  
33 to as an absolute disaster.

34  
35 Following a two-minute recess, Ms. Kirkman advised Vice-Chairman  
36 Maks that the applicant has indicated that they would like to request a  
37 continuance of this public hearing.

38  
39 Mr. Sandblast explained that the applicant has requested to continue  
40 the public hearing to a date uncertain to provide them with the  
41 opportunity to provide a reanalysis of the transportation issues based  
42 upon the requests that have been made for further information and to  
43 further modify the application and provide a new Public Notice to

1 allow the applicant to provide the necessary details pertaining to the  
2 outdoor play area.

3  
4 At the request of Vice-Chairman Maks, Ms. Kirkman clarified that the  
5 cost of the re-notice would be the responsibility of the applicant, adding  
6 that a continuance waiver is available for signature by the applicant.

7  
8 Commissioner Pogue **MOVED** and Commissioner Winter  
9 **SECONDED** a motion to continue the public hearing for CU 2004-  
10 0002 – SW Hills Baptist Church Private School: Use to a date  
11 uncertain.

12  
13 Motion **CARRIED**, unanimously.

14  
15 **NEW BUSINESS:**

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# EXHIBIT P

## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

### STAFF REPORT

TO: Planning Commission

STAFF REPORT DATE: April 14, 2004

STAFF: Sambo Kirkman, Associate Planner *SK*

APPLICATION: CU2004-0002 (SW Hills Baptist Church Private School Use)

LOCATION: 9100 SW 135<sup>th</sup> Avenue  
Map 1S1-28DB, Tax Lot 1801

ZONING: Residential – Urban Standard Density (R-7)

REQUEST: Request for Conditional Use approval by the Planning Commission to allow an existing church and classroom complex to be used as a private school and to allow a home school cooperative. Educational institutions, including private schools are a conditional use with the Urban Standard Density zoning district.

NAC: South Beaverton

PROPERTY OWNER: Southwest Hills Baptist Church, 9100 SW 135<sup>th</sup> Avenue  
Beaverton, OR 97223

APPLICANT: Dave Farquhar, Southwest Hills Baptist Church  
9100 SW 135<sup>th</sup> Avenue, Beaverton, OR 97223

AUTHORIZATION: Ordinance 2050, The Development Code

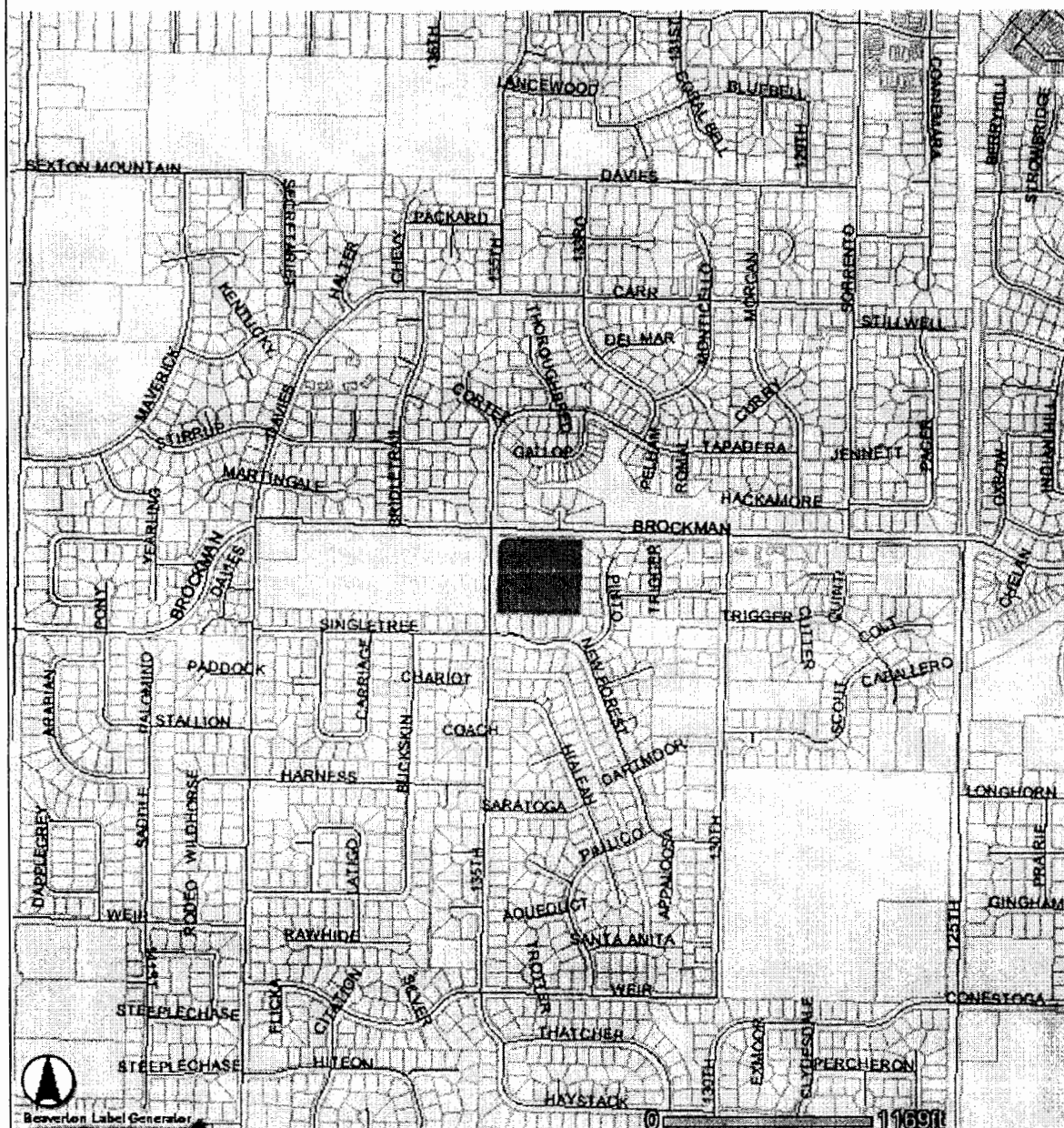
DECISION CRITERIA: Development Code, Section 40.15.15.4.C

HEARING DATE: Wednesday, April 21, 2004

RECOMMEND: **APPROVAL of CU2004-0002 (SW Hills Baptist Church Private School Use)**, subject to conditions identified at the end of this report.

Exhibit Name:DETAIL MAP

Exhibit Number: 1



<b>Project: SW HILLS BAPTIST CHURCH PRIVATE SCHOOL</b>  <i>Department: COMMUNITY DEVELOPMENT DEPARTMENT Division: Development Services Division</i>	Date: 01/20/04	<b>N</b>
	Map Number 1S128DB01801	
	Application # CU2004-0002	

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**Subject Application:**

The project as proposed requires a Conditional Use (CU) application. The CU requires a public hearing before the Planning Commission (Commission). Notice shall be given in accordance with Sections 50.45 of the Development Code.

The Commission may approve, approve with conditions, or deny the application for a Conditional Use. The Commission, as part of its approval, may adopt, modify or not adopt, the conditions of approval recommended by the Facilities Review Committee (Committee) relating to the application. CU approval by the Commission shall not be construed to grant a variance from the provisions of any ordinance.

Appeal of a Commission decision shall be to the City Council. The procedure for filing such an appeal and the manner of the hearing shall be governed by the provisions of Section 50.70 of Ordinance 2050, The Development Code. The appeal request must be made in writing and delivered to the City within 10 calendar days from the date of the Land Use Order memorializing the Commission's final decision. In addition, there is a non-refundable \$620.00 fee, which must accompany the request for hearing. As of the date of this staff report, the non-refundable appeal fee is \$620.00, which is subject to change in the future. Prior to the submittal of an appeal, the appellant must verify the amount of the appeal fee and submit payment for the fee in affect at the time of submittal.

In accordance with State statute, all land use applications must have a final decision within 120 days from the date the application was made complete. Completeness of the application was perfected on February 25, 2004. The applicant has continued the application and has signed a limited waiver for the time of the continuance. Based on the limited continuance waiver, the decision deadline date is now July 1, 2004.

1. Property was posted on March 28, 2004.
2. Mailed notice to property owners within 500 feet on March 4, 2004.
3. Legal notice was published in the Valley Times on March 4, 2004.
4. In addition, notice was posted at the Library and City Hall.

**Pre-Application Conference:**

In accordance with Section 50.20 of the Development Code, the applicant and City staff met at a pre-application conference on February 12, 2003. The notes and information for that meeting is attached to the applicant's submittal package.

**Neighborhood Review Meeting:**

In accordance with Section 50.30 of the Development Code, the applicant conducted a neighborhood review meeting on August 18, 2003 at SW Hills Baptist Church. The summary, information and mailing list for that meeting is attached to the applicant's submittal package.

**Other Actions:**

1. The Facilities Review Committee Meeting was scheduled for March 24, 2004. The Facilities Review Committee has provided a copy of the Technical Review and Recommendations document with no conditions required. The document is attached as Exhibit 2.1.

## **BACKGROUND INFORMATION**

**Background:**

The applicant proposes to use the existing church and classroom complex for a private school to operate between the hours of 8:00 am and 4:00 pm, with school hours from 8:30 am to 3:30 pm, Monday, Wednesday and Friday and to allow a home school cooperative to use the facility Tuesdays and Thursdays. The maximum number of students is 200. Educational institutions, including private schools are a conditional use with the Urban Standard Density zoning district.

**Public Comment:**

As of the date of this staff report one letter from the public has been submitted. Mr. Jon Greenblatt submitted a letter dated March 24, 2004 identifying his concern with noise, traffic, and future expansion plans (Exhibit 4.1). Mr. Greenblatt's concern regarding noise and traffic are addressed in the approval criteria. Issues regarding the future expansion of the subject site are not subject to conditional use review as the request is to use the existing facility as a school and not for expansion of the subject site.

**Comprehensive Plan Designation:****Land Use:**

Neighborhood Residential - Standard Density

**Street Functional Classification Plan:**

SW Brockman Street is an Arterial.

SW 135<sup>th</sup> Avenue is a Collector Street.

**Street Improvement Master Plan:**

The Transportation System Plan Street Improvement Master Plan shows no improvements to SW Brockman Street or SW 135<sup>th</sup> Avenue.

**Bicycle Master Plan and Action Plan:**

There are bike lanes on SW Brockman Street.

**Zoning:**

Subject Property: Residential – Urban Standard Density (R-7)

Surrounding Area: North: Residential – Urban Standard Density (R-7)  
South: Residential – Urban Standard Density (R-7)  
East: Residential – Urban Standard Density (R-7)  
West: Residential – Urban Standard Density (R-7)

**Existing Land Uses:**

Subject Property: Church

Surrounding Area: North: Residential  
South: Residential  
East: Residential  
West: Open Space (THPRD)

**Existing Site Conditions:**

The project site is relatively flat and approximately five acre in size. The site contains an existing church facility approximately 20,000 square feet in size with a 157 space parking lot. The subject site contains landscaping around the existing building as well as the perimeter of the parking lot. Access to the church facility is available from both SW 135<sup>th</sup> Avenue and SW Brockman Street.

## **ANALYSIS AND FINDINGS FOR CONDITIONAL USE APPROVAL**

### **Discussion**

The following section evaluates the decision criteria for a Type 3 Conditional Use. Findings are made, based primarily on the written narrative and plans submitted by the applicant, following each approval criterion, establishing that the criterion is met.

### **Decision Criteria for a Conditional Use**

#### **Section 40.15.05. Conditional Use Applications; Purpose**

*The purpose of a Conditional Use application is to allow uses on a case by case basis which warrant special review because of their size or operation. These uses are subject to the conditional use regulations because they may, but do not necessarily, cause significant adverse effects on the environment, overburden public services, change the character of an*

*area, create or foster nuisances. A review of these uses is necessary due to the potential individual or cumulative impacts these uses may have on the surrounding area or neighborhood. The conditional use review provides an opportunity to allow the use when there are minimal impacts, to allow the use but impose conditions specifying mitigation measures to address identified impacts, or to deny the use if the impacts are substantial and the impacts cannot be mitigated. A Preliminary, Final, or both Planned Unit Development approval may allow adjustment, variance, or both to Site Development Requirements in Chapter 20 (Land Uses) without the necessity for separate Adjustment or Variance application, findings, and approvals. This Section is carried out by the approval criteria listed herein.*

**Planning Commission Standards for Approval:**

Section 40.15.15.4.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Conditional Uses. The Facilities Review Committee has reviewed the Facilities Review criteria of Section 40.03, and addressed the criteria applicable to this proposal. One condition has been recommended by the Committee for approval by the Planning Commission. The Commission will determine whether the application as presented, meets the Conditional Use approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this report, staff evaluates the application in accordance with the criteria for Type 3 Conditional Use.

**Section 40.15.10 Applicability**

The uses listed in Chapter 20 (Land Uses) for each zoning district as a Conditional Use shall be subject to the provisions of this section.

**Section 40.15.15.4.C. Approval Criteria:**

*In order to approve a Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

***Criterion 1: The proposal satisfies the threshold requirements for a Conditional Use application.***

**Facts and Findings:**

*Section 40.15.15.4.A Threshold: An application for a Conditional Use shall be required when the following threshold applies:*

*(1) A new conditional use is proposed.*

The applicant proposes to use the existing facility as a private school for the church as well as a home schooling cooperative. Section 20.05.15.2.B.5 identifies private schools as a conditional use within the R-7 zoning district. Therefore, the project proposal meets the threshold requirement for a Type Three Conditional Use application.

***Criterion 2: All City application fees related to the application under consideration by the decision making authority have been submitted.***

The City required fee for a Conditional Use application is \$1,237.00. The applicant submitted the appropriate fee to the City.

**FINDING:** Therefore, staff find that the proposal meets the criterion for approval.

***Criterion 3: The proposal will comply with the applicable policies of the Comprehensive Plan.***

### Facts and Findings:

The Beaverton Comprehensive Plan (Plan) is not intended to be a site specific document. Therefore, the Planning Commission must determine whether a particular specific use request, such as approval to allow the existing church to be used as a private school, would be applicable to the Comprehensive Plan. The following policies of the Beaverton Comprehensive Plan have been identified as being applicable to this CU request.

- 3.13.1.a *Regulate residential development to provide for diverse housing needs by creating opportunities for single and multi-family development of various sizes, types and configurations.*
- 3.13.1.b *Encourage a variety of housing types in residential areas, by permitting or conditionally permitting any housing type (one, two or more, family dwellings) within any zoning district so long as the underlying residential density of the zoning district is met. Accessory dwelling units shall not be considered in the calculation of the underlying housing density.*
- 3.13.1.g *Enhance the City's landscape through design measures considering the natural setting of the land and the character of existing residential neighborhoods.*
- 3.13.1.i *Residential development, in compliance with regional mandates, shall achieve at least 80% of the maximum density allowed in the respective zoning districts as applied through 3.14 Comprehensive Plan and Zoning District Matrix.*

The applicant's proposal is to use the existing church facility as a private school and home school cooperative. As stated by the applicant, there are no proposed changes to the building, no additional parking spaces proposed or trees removed. As the subject site is already developed and there are no physical changes proposed, issues of residential density and housing type are not applicable to this parcel. The proposal will not require use of another residential parcel and would

therefore not preclude other nearby residential parcels from meeting these policies. Staff find the proposal meets the Plan policies.

- 5.7.1.b *Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded.*

The subject site is located within the Urban Standard Density zoning district, surrounded by other residential uses. The applicant states Southwest Hills Baptist Church has a conditional use permit and no changes are being proposed on the subject site. Hiteon Elementary School and the Tualatin Hills Park and Recreation District's (THPRD) public park are located west of the subject site. The public school, public park, and the church are supportive uses to the surrounding community. The proposed private school and home school cooperative are compatible to these uses as they will also provide a supportive use to surrounding residential districts and utilize a developed parcel with minimal impact to surrounding properties. Staff find the proposal meets the Plan policy.

- 6.2.1.a *Maintain the livability of Beaverton through proper location and design of transportation facilities.*
- 6.2.1.d *Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.*
- 6.2.2.d *Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.*
- 6.2.3.d *Designate safe routes from residential areas to schools.*
- 6.2.3.g *Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, bicycles, and pedestrians. Preserve the functional integrity of the motor vehicle system by limiting access per City standards.*
- 6.2.4.c *Maintain levels of service consistent with Metro's Regional Transportation Plan and the Oregon Transportation Plan. Reduce traffic congestion and enhance traffic flow through such system management measures as intersection improvements, intelligent transportation systems, incident management, signal priority, optimization, and synchronization, and other similar measures.*

The applicant states the proposed school use supports the transportation system goals and policies. The proposal is utilizing the existing church facility located at the corner of SW Brockman, a designated Arterial, and SW 135<sup>th</sup>, a Collector Street. A traffic analysis, prepared by Lancaster Engineering dated July 2003 (Exhibit 3.5) and supplemented with addendum letter dated March 9, 2004 (Exhibit 3.6), has been submitted to address the impact of the development on the area of influence

during the AM and PM peak hours on SW Brockman Street and SW 135<sup>th</sup> Ave. The analysis found that the surrounding street system can, with no mitigations, adequately accommodate the traffic from this proposed development in the weekday morning and evening peak hours and would have a very minimal impact on the major intersections in the influence area of the site. In the AM peak hour, 7:15 to 8:15 AM, the intersection of SW Brockman Street and SW 135<sup>th</sup> Ave is currently operating at Level of Service (LOS) D and would continue to operate at LOS D with addition of the school traffic. The school's PM peak hour, between the hours of 2:00 and 4:00 PM, occurs before the street peak hour of 5:00 to 6:00 PM. The intersection would continue to operate at an acceptable level of service, based on Beaverton's Level of Service Standards. Staff concurs with the findings of the Traffic Analysis and finds the proposal meets the Plan policies.

- 6.2.4.d *Plan land uses to increase opportunities for multi-purpose trips (trip chaining).*
- 6.2.4.f *Support mixed-use development in appropriate locations.*

The applicant is proposing to utilize an existing church facility as a private school and a place for home schooled children to meet. By providing a facility to be used both as a church and school, the proposal supports appropriate mixed-use development and provides the opportunity for multi-purpose trips with adults participating in church functions and meetings while children are participating in the school activities. Therefore staff finds the proposal meets the policies.

- 8.4.1.a *Noise impacts shall be considered during development review processes.*

The applicant states the activity associated with the proposed school are limited, on a regular basis between the hours of 8 AM and 4 PM, and will overlap with the existing conditional use for the church which operates between 8 AM and 10 PM. Evening events, such as beginning and end of the year parties, for the students are described as a few within the school year and are expected within the allowed church hours. The applicant has submitted a Noise Reduction Plan (Exhibit 3.7), identifying issues of concern by the neighbors and methods to reducing the outside noise levels. Staff find that the proposed methods of noise reduction such as providing indoor play areas, utilizing the existing public park west of the subject site, and providing additional landscape buffering to the abutting parcels will provide some mitigation to the noise associated with the proposed school facility. A letter from Mr. Jon Greenblatt, dated March 24, 2004, has identified a concern with using the grass area south of the church building as a designated play area. The applicant has discussed with staff about creating a play area within the project site. The location and design of the play area will require Design Review approval in determining the adequate location and any necessary mitigation needed with a designated outdoor play area. Until such approvals are obtained, outside activities should be prohibited to reduce the noise impacts to the abutting properties. Staff recommend that prior to construction of

a play area within the subject site, the applicant is required to obtain Design Review Two approval and that there should be no outdoor activity on the subject site, associated with the school, except that which is approved by the City. By meeting the condition of approval, the proposal meets the Plan policy.

**FINDING:** Therefore, staff find that by meeting the conditions of approval, the proposal meets the criterion for approval.

***Criterion 4: The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.***

**Facts and Findings:**

The proposal does not include any physical changes to the existing church building. The applicant states the maximum number of students is 200. As identified in the Facilities Review Committee report, the existing 157 parking spaces will accommodate the private school use. The existing church, as part of their 2001 expansion, added approximately 9,000 square feet to the existing building, for the classroom complex, for a total of 20,869 square feet for the entire church facility. The applicant states the classroom complex provides an occupancy load of approximately 350 people and 1,104 people in the overall building; thereby providing adequate space for the requested 200 students. The Uniform Building Code requires school classrooms to provide a minimum of 20 square feet per student. Staff concurs with the applicant that the existing classroom complex will provide adequate space for the proposed students of the private school.

**FINDING:** Therefore, staff find that the proposal meets the criterion for approval.

***Criterion 5: The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate development of properties in the surrounding area of the subject site.***

**Facts and Findings:**

The applicant is proposing to use the existing church facility as a private school. The applicant states the maximum number of students would be 200, without any physical changes to the existing building. Therefore issues with the compatibility of the building size and design are not applicable to this proposal and staff concurs with the applicant, as addressed in Criterion No. 4, that the facility is of adequate size to accommodate the proposed private school and home school cooperative. The applicant in their narrative are specific in their request for a private school for Kindergarten to Grade 12; however, their analysis includes information on parking requirements for nursery school use. Staff has addressed the applicant's request for a private school, but the approval does not approve the use of the facility as a nursery school, as defined in Chapter 90 of the

City's Development Code, as there are special requirements that would need to be addressed with a nursery school use (per Section 60.50.25.8). The applicant has submitted to staff a description of the home school cooperative curriculum (Exhibit 3.8). The curriculum provides one class to pre-kindergarten children one day a week for approximately 90 minutes. As this is part of the home school cooperative's curriculum and is provided less than four hours a day, it is not considered a nursery as defined in the City's Development Code. To clarify the use of the facility staff recommend a condition that the conditional use approval is for a private school for a maximum of 200 students from Kindergarten through Grade 12 and is available to Pre-Kindergarten for a period of less than four hours a day with an identified curriculum.

This request for Conditional Use approval is to provide a private school on the subject site 8 AM to 4 PM Monday, Wednesday, and Friday and a Home School Cooperative Tuesday and Thursday. While the subject site has received conditional use approval, for a church use, from 8 AM to 10PM, the proposed school and cooperative will result in increasing the use of the site with expected increase to the noise on the site and vehicular traffic. The applicant has provided a traffic analysis showing that while the trips generated on the subject site will increase, the increase will not result in adverse impact to the existing transportation system. The noise of the subject site will mainly be with outdoor activity associated with the school. The applicant has stated that minimal activity outdoor is expected as there are indoor play areas available in the existing church facility. The applicant has also submitted a letter from THPRD (Exhibit 3.9) stating that the public park located west of the subject site is available for occasional outside activity. Further the applicant has indicated they are working on plans to provide an outdoor play area on the church site. The applicant has not submitted a land use application regarding the specific design and location of the play area. To minimize noise impacts to the abutting parcel, staff recommend that no outside activities are to occur on the subject site until a specific area is designated and approved. As part of their noise plan, the church has proposed to provide additional landscape on the southern property line to provide additional screening for some of the abutting property owners and has detailed methods in minimizing noise issues on the subject site. Although staff find that additional landscaping will have a negligible impact on reducing noise, the amount and duration of noise is expected to be minimal, but at the same time, the additional landscape screening would have an overall beneficial effect to the abutting properties in reducing visual impacts from the church facility. To ensure the mitigation measures are provided, staff recommend that they be provided prior to the start of the 2004 school year.

As the proposed school is utilizing an existing church facility that provides adequate space on the subject site and is accessible to an adequate transportation system, and the applicant has offered mitigation measures to reduce noise impacts to the surrounding parcels provided by the applicant, the use will be reasonably compatible with the surrounding area.

**FINDING:** Therefore, staff find that the proposal meets the criterion for approval.

***Criterion 6: Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

**Facts and Findings:**

The applicant has submitted the required application materials for approval of a Conditional Use proposing the private school and home schooling cooperative. As there are no physical changes proposed with this conditional use application no additional applications have been submitted. The Conditional Use application has been submitted to the City in the proper sequence.

**FINDING:** Therefore, staff find that the proposal meets the criterion for approval.

**RECOMMENDATION**

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2003-0002 (SW Hills Baptist Church, Private School Use )**, subject to the following conditions:

**CONDITIONS OF APPROVAL**

1. The Conditional Use granted shall run with the land and shall continue to be valid upon a change of ownership of the site or structure unless otherwise specified in conditions attached to the permit.
2. Prior to issuance of a building permit, the applicant shall, in accordance with Section 10.65.5.A.6 of the Beaverton Development Code, file a copy of this approved permit with the Washington County Department of Assessment and Taxation. The conditions of approval to be recorded may be in the form of a Land Use Order or other City issued document. The City may conduct the recordation and the applicant shall pay the applicable recording fee.
3. The conditional use approval shall allow the subject site to be used as a school facility for students from Kindergarten to Grade 12, with the number of students not to exceed 200. Use of the facility for Pre-Kindergarten students shall be for a period of less than four hours a day with an identified educational curriculum.
4. Prior to the start of the 2004 school year, the applicant shall install additional landscape material on the southern property line to provide additional screening to abutting properties.
5. Prior to construction of a play area within the subject site, the applicant shall obtain Design Review Two approval. There shall be no outdoor activity on the subject site, associated with the school use, except that which is approved by the City.

## **EXHIBITS**

### **Exhibit 1. Vicinity Map (page 2 of this report)**

### **Exhibit 2. Materials Submitted by Staff**

- Exhibit 2.1 CU2004-0002 SW Hills Baptist Church Private School Use; Facilities Review Technical Review and Recommendations, dated March 24, 2004.

### **Exhibit 3. Materials Submitted by Applicant**

- Exhibit 3.1 Written Statement  
Exhibit 3.2 Reduced Plans  
Exhibit 3.3 Pre-Application Conference Notes  
Exhibit 3.4 Neighborhood Review Meeting Packet  
Exhibit 3.5 Lancaster Engineering Traffic Analysis, dated July 2003  
Exhibit 3.6 Addendum to the Traffic Analysis, dated March 2004  
Exhibit 3.7 Noise Reduction Plan  
Exhibit 3.8 Home School Cooperative's Curriculum and Student Breakdown  
Exhibit 3.9 A letter from Mark Hokkanen, Tualatin Hills Park and Recreation District, dated March 11, 2004

### **Exhibit 4. Public Comment**

- Exhibit 4.1 Letter from Jon Greenblatt, dated March 24, 2004

## **EXHIBIT P.2**

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Materials Submitted by Staff

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Exhibit P.2.1

## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

### FACILITIES REVIEW COMMITTEE

#### TECHNICAL REVIEW & RECOMMENDATIONS

MEETING DATE: March 24, 2004

PROJECT NAME/FILE #: SW HILLS BAPTIST CHURCH PRIVATE SCHOOL  
CU2004-0002

APPLICATION TYPE: TYPE 3

PROJECT DESCRIPTION: The applicant proposes to use the existing church and classroom complex for a private school to be run 8:30 am to 3:30 pm Monday, Wednesday and Friday and to allow a home school cooperative to use the facility Tuesdays and Thursdays. The maximum number of students is 200. Educational institutions, including private schools are a conditional use with the Urban Standard Density zoning district.

STAFF PLANNER: Sambo Kirkman

FACILITIES REVIEW COMMITTEE: Staff Planner; Jim Duggan, Site Development Engineer; Don Gustafson, Transportation Planner; Mark Hyde, Police Dept.; Mark Boguslawski, Water Division; Steve Brennan, Operations Dept.; Jim Everitt, Tualatin Valley Fire & Rescue District

Per Section 40.03 of the Development Code, the Facilities Review Committee shall conduct technical review for all Type 2, Type 3, and Type 4 applications listed in Chapter 40 (Applications), and make recommendations to the Director. In making its recommendations, the Facilities Review Committee shall address all of the following technical criteria:

#### SECTION A

1. *All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.*

The applicant states that all facilities and services supporting the use now will continue to serve the site. The proposal is requesting school services to be provided on the subject site within the existing building. No additional utilities are required with this application.

A traffic analysis, prepared by Lancaster Engineering dated July 2003, as required by Development Code Section 60.55.10.7 Traffic Analysis, and supplemented with addendum letter dated March 9, 2004, has been submitted to address the impact of the development on the area of influence for the AM and PM peak hours on SW Brockman Road and SW 135<sup>th</sup> Ave. The analysis found that the surrounding street system could, with no mitigations, adequately accommodate the traffic from this proposed development in the weekday morning and evening

peak hours and would have a very minimal impact on the major intersections in the influence area of the site. In the AM peak hour of the street, 7:15 to 8:15 AM, the intersection of SW Brockman Road and SW 135<sup>th</sup> Ave is currently operating at Level of Service (LOS) D and would continue to operate at LOS D with addition of the school traffic. The schools PM peak hour, between the hours of 2:00 and 4:00 PM, occurs before the street peak hour of 5:00 to 6:00 PM. The intersection would continue to operate at an acceptable level of service, based on Beaverton's Level of Service Standards (Development Code Section 60.55.25).

**FINDING:** Staff finds that the Traffic Analysis meets the requirements of Development Code Section 60.55.10.7 and staff is in agreement with conclusions and findings of the Traffic Analysis. Therefore, staff find the proposal meets the criterion for approval.

2. *Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.*

The subject site has access to SW Brockman Road and SW 135<sup>th</sup> Avenue. Essential street facilities are available. No traffic mitigations are required. As there are no additional improvements proposed on the subject site and the proposed school use is to be located within the existing building. Adequate essential facilities and services have been provided with the building.

**FINDING:** Therefore, staff finds the proposal meets the criterion for approval.

3. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.*

Private school use is identified as a conditional use within the R-7 zoning district. The applicant is currently requesting conditional use approval to use the existing site as a school facility. The approval of the conditional use application will permit this proposal for a private school to occur. As there are no physical changes to the subject site, Site Development requirements found in Section 20.05.50 are not applicable.

**FINDING:** Therefore, staff finds the proposal meets the criterion for approval.

4. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

The street right of way dedication and street construction of SW Brockman Road and SW 135<sup>th</sup> Ave are adequate for the frontage of this site. Therefore, it is consistent with Chapter 60.

The applicant states there are 157 vehicle parking spaces, including six handicapped spaces on the site. Adequate parking spaces are provided for the 200 students and teachers proposed to use the subject site.

The minimum bicycle parking requirement is calculated based on the applicant's projected number of students at the school and the bicycle parking requirements of Dev Code Section 60.30.10.5. Based on the applicant's calculations, there is currently a need for 2 long term bike spaces on site for the existing church use and the minimum requirement of 26 long term spaces for the proposed school use. The applicant has proposed to provide the bicycle spaces near the main entrance to the church.

The request is to allow the existing facility to be used as a private school no physical changes are proposed on the subject site. Therefore no other provisions of Chapter 60 would be applicable to this proposal.

**FINDING:** Therefore, staff find that by meeting the condition of approval, the proposal meets the criterion.

5. *Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;*

The applicant is proposing to use the exiting facility and services and provide classrooms within the building addition approved by the City in April 2000 (BDR99-0194). No physical changes are proposed with this application. Issues of maintenance of private facilities have been addressed with previous applications and permits.

**FINDING:** Therefore, staff find that the criterion is not applicable.

6. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.*

The site shall have adequate internal vehicular circulation, in conformance with Development Code Section 60.55.15, and adequate internal pedestrian circulation, in conformance with Development Code Sections 60.55.65 and 60.55.70.

**FINDING:** Therefore, staff find the proposal meets the criterion for approval.

7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.*

The on site internal vehicular and pedestrian circulation connects to the surrounding circulation systems in conformance with Development Code Sections 60.55.65 and 60.55.70.

**FINDING:** Therefore, staff find the proposal meets the criterion for approval.

8. *Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;*

The applicant is proposing to use the existing facility and provide classrooms within the building addition approved by the City in April 2000 (BDR99-0194). No physical changes are proposed with this application.

**FINDING:** Therefore, staff find that the criterion is not applicable.

9. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

The applicant states there are no changes to the grading and the contouring of the site. Because the proposal is requesting that the subject site be used as a private school and no modifications are being made, the criterion is not applicable.

**FINDING:** Therefore, staff find that the criterion is not applicable.

10. *That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.*

The subject site is an existing church facility with classrooms located in the additions approved by the City in April 2000 (BDR99-0194). The design of the addition required building permits which addressed ADA accessibility. The applicant states that changes made to the parking facility incorporated access for the physically handicapped.

**FINDING:** Therefore, staff find the proposal meets the criterion for approval.

11. *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.*

Staff, in a letter dated February 18, 2004, determined that the application met the requirements specified in Section 50.25.1 of the Development Code and deemed the application complete.

**FINDING:** Therefore, staff find the proposal meets the criterion for approval.

## **SECTION B**

### **RECOMMENDATION OF THE FACILITIES REVIEW COMMITTEE:**

**The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority in APPROVING the proposal, adopt the following conditions of approval:**

#### **A. Prior to occupancy permit issuance, the applicant shall:**

- ☐ 1. Prior to final building permit inspection or issuance of certificate of occupancy from the City Building Official the Applicant shall provide a minimum of 28 long-term secured bicycle spaces for existing and proposed uses.

## **EXHIBIT P.3**

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Materials Submitted by Applicant

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9100 Sw 135<sup>th</sup> Ave

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## Conditional Use Permit

Beaverton, Oregon

**Applicant:**

Mr. David Farquhar  
SW Hills Baptist Church

RECEIVED  
MAR 29 2004  
COMMUNITY DEVELOP DEPT.

**Prepared by:**

Planning Resources, Inc.

March 29, 2004

RECEIVED  
MAR 30 2004  
City of Beaverton  
Development Services

9100 SW 135<sup>th</sup> Ave  
CONDITIONAL USE  
APPLICATION NARRATIVE

**APPLICANT:**

Mr. David Farquhar  
SW Hills Baptist Church  
9100 SW 135<sup>th</sup> Ave  
Beaverton, OR 97008

**APPLICANT'S REPRESENTATIVE:**

Kenneth L. Sandblast, AICP  
*Planning Resources, Inc.*  
7160 SW Fir Loop, Suite 201  
Portland, OR 97223  
Tel: 503-684-1020 Fax: 503-684-1028

**LOCATION:**

9100 SW 135<sup>th</sup> Ave  
South of SE Brockman St  
East Side of SW 135<sup>th</sup> Ave

**LEGAL DESCRIPTION:**

1S-1-28DB T.L. 01801

**SITE AREA:**

Approximately 4.81 acres

**ZONING:**

R7

**APPROVAL CRITERIA:**

City of Beaverton Development Code and Comprehensive Plan

**APPLICANT'S REQUESTED APPROVAL:**

Approval for a conditional use permit

This report will address the applicable standards and review criteria of the City of Beaverton's Zoning Codes and Comprehensive Plan.

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City of Beaverton	
Land Division Policies and Findings .....	4-13

### Supplemental Maps, Illustrations and Exhibits

Exhibit A - Plan Set

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## PROJECT DESCRIPTION

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### ***Project Description:***

The applicant proposes to use the church and classroom complex for a private school during normal school hours of 8 AM to 3:30 PM on weekdays. Actual school hours would be Monday, Wednesday, and Friday, 8:30 AM to 2:50 PM, with the additional time estimated for teacher and student arrival and departure. The school would include Kindergarten through Grade 12. The Southwest Hills Baptist Church has made its facilities available to a home school cooperative, which meets on the premises on Tuesdays and Thursdays. The staff will include between 13 and 15 teachers and administrators. Six to eight persons will be employed full-time; the rest will work less than 20 hours per week. The school population combined will not exceed a maximum of 200 students.

No structural changes are proposed to the existing building and changes to the site layout are proposed only to the extent of satisfying requirements, e.g. bicycle parking, or adding landscaping. Parking required for the school use is available in the church parking area, which would not be used for services during school hours.

There is presently a grassed area west of the end of the new building that could be used as a recreation play area for children. This will keep noise away from surrounding neighbors. A plan will be submitted to the city to add a children's play structure and a volleyball court in this area. There is a small park directly across the 135<sup>th</sup> that would be used until an on-site play area is constructed. Furthermore, there are two large indoor areas that are use as small group plays areas.

In addition to the existing places for bicycle parking, four or more places next to the rack for existing bikes, just outside the upper main entrances to our new building, can be added. Further bike racks could be put just outside the main entrances to the new building (lower entrances), the racks would be on the right of the entrance doors. Changes or additions to existing and currently proposed bicycle parking can be discussed at either design review stage or via approval of conditional use permit.

### ***Existing Conditions:***

The site is located on the east side of S.W. 135<sup>th</sup> Avenue (City street designated "Collector"), south of Brockman Avenue (City street classified as an "Arterial"). The site is generally flat, occupied by a church facility approximately 20,000 square feet in area, including the sanctuary complex, lobby, and classroom complex. Parking for 147 vehicles, including six handicapped spaces is provided south and east of the building. Landscaping has been installed, complimenting the building and existing trees, and providing buffering and screening for adjacent properties.

The site includes a grove of trees identified as "significant" by the City. No changes to undeveloped portions of the site are proposed at this time and no trees are proposed to be removed.

The site is zoned R-7, as are surrounding parcels. Single-family residences in subdivisions occupy surrounding parcels. A City park and school are located to the west across 135<sup>th</sup> Avenue.

Public facilities and utilities already serve the existing church facility on the site and no additional utilities will be necessary for the new use.

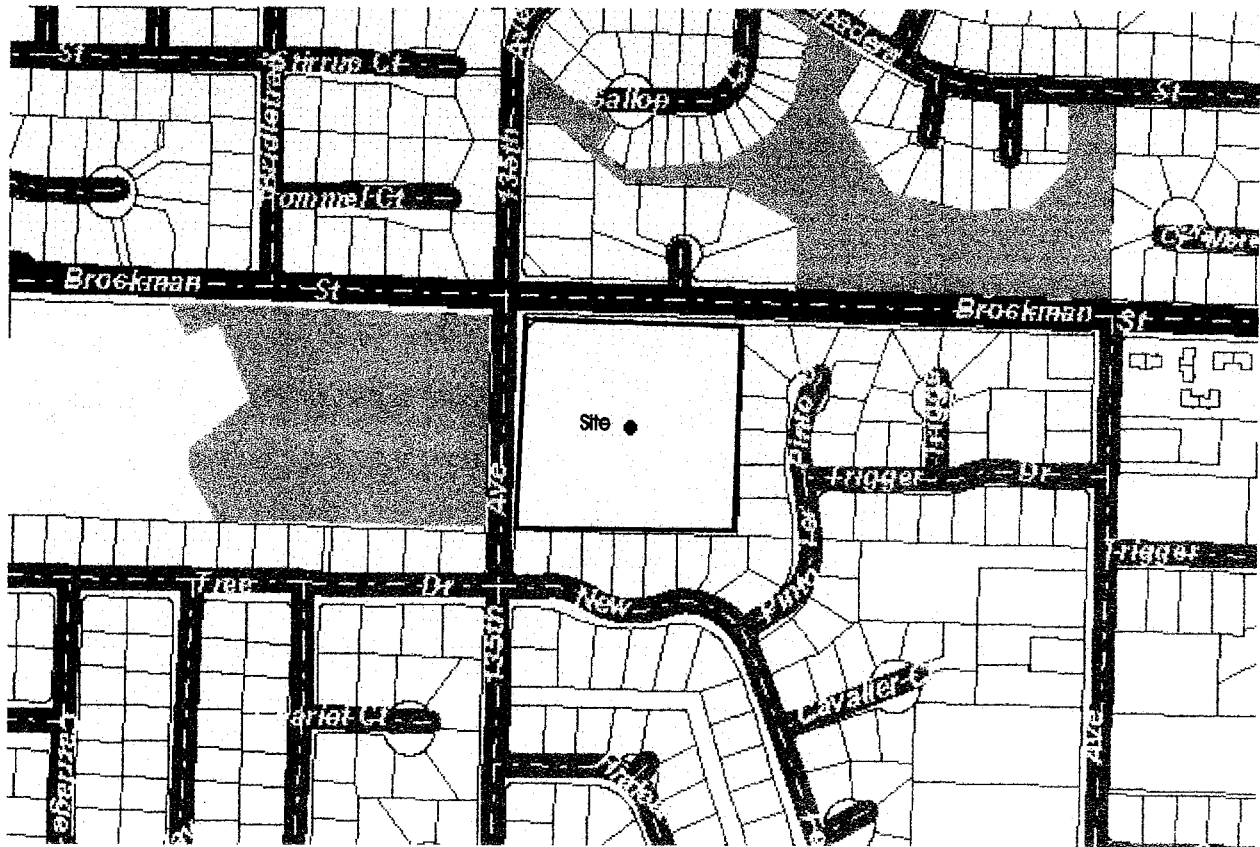


Figure 1: Vicinity Map



Figure 2: 2002 Aerial Photograph

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# FINDINGS

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## ***Applicable Criteria and Standards***

### ***City of Beaverton Land Use Code***

#### ***Chapter 20 Land Uses***

##### ***20.05.15. B Urban Standard Density (R-7) District***

##### **Applicant's Response**

The site is zoned R-7. Churches and educational institutions, including private schools, are allowed as conditional use permits (20.05.15.2.B.5 & 7) subject to requirements of Section 40.03 and 40.15 and, if a new building or addition to existing structures is proposed, Section 20.05.50 Site Development Standards.

Requirements of Section 40.03 and 40.15 are discussed in a following section of this narrative. Section 20.05.50 does not apply because no changes to the structure or site are proposed.

### ***Chapter 40 Permits & Applications***

#### ***40.03 Facilities Review Committees***

##### **Applicant's Response**

- 1) This application is for a conditional use permit, all facilities and services supporting the use now will continue to serve the site.
- 2) Facilities and services in use now will continue to be used. The level of essential services available will not be expected to change upon approval of the conditional use permit.
- 3) Chapter 20 regulations are addressed herein.
- 4) Chapter 60 regulations are addressed herein.
- 5) The maintenance of the facility is now and will continue to be adequate to serve the site and for the permit requested through this application.
- 6) The vehicular and pedestrian circulation on site has been reviewed and their findings are available via a Traffic Impact Study performed by Lancaster Engineering. The report is a part of this application package.
- 7) The vehicular and pedestrian circulation on site has been reviewed and their findings are available via a Traffic Impact Study performed by Lancaster Engineering. The report is a part of this application package.
- 8) Structures and public facilities and services serving the site will not change as a result of this application.
- 9) There will be no changes to the grading and contouring of the site.
- 10) Changes made to the parking facility will incorporate access for physically handicapped people.

### ***40.15 Conditional Use***

##### **Applicant's Response**

The addition of a private school is one facet of the ministry of the church and expands existing programs for young people offered by the church. Presently, the church offers its premises for two days a week for a program geared for home-schooled children. The proposed school would

operate for three days per week and the home school program would continue on two days per week. The conditional use permit is requested to authorize both school uses.

The school use could be considered as a major modification of a conditional use permit for the approved church use, as it involves the use of an existing structure and site, and an expansion of an existing ministry. Further, the proposed use will generate an increase in vehicle trips per day, the threshold criterion for a major modification that is established in Section 40.15.15.2.A.3. However, the City believes that the private school is a new use on the site (Section 40.15.15.4.A), notwithstanding current programs that are "school-like" throughout the weekly schedule. This being the case, the following narrative will respond to approval criteria for a new conditional use, as outlined in Section 40.15.15.4.C, which in any event, are identical to approval criteria for a major modification.

Review for either a new permit or major modification to an existing conditional use permit utilizes the Type 3 procedure, which means that the Planning Commission will be the decision-making authority (Sec. 40.15.15.2.B and 40.15.15.4.B).

Approval criteria for a conditional use are listed in Section 40.15.15.4.C:

*C. Approval Criteria. In order to approve a Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

- 1. The proposal satisfies the threshold requirements for a Conditional Use application.*
- 2. All City application fees related to the application under consideration by the decision making authority have been submitted.*
- 3. The proposal will comply with the applicable policies of the Comprehensive Plan.*
- 4. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.*
- 5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate development of properties in the surrounding area of the subject site.*
- 6. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

#### **Applicant's Response**

The proposed private school, including the home school cooperative, satisfies all requirements of this section, as explained in the following responses to approval criteria:

*Criterion 1. The proposal satisfies the threshold requirements for a Conditional Use application.*

#### **Applicant's Response**

The City staff considers the proposed private school as a new use of the premises and subject to requirements of Section 40.15.15. As noted previously, Section 40.15.15.2.A.3 requires review of an approved conditional use permit when site trips increase. The Traffic Impact Analysis prepared by Lancaster Engineering, Inc., notes that the addition of a private school use in the existing church facility will increase vehicle trips. The review procedure and approval criteria for a new or major modification are identical, and we labor this point because the existence of church use of the facilities is an important issue. As will be discussed in this

narrative, the school use will occupy an existing building and utilize an existing parking area, during hours when these facilities are not otherwise utilized for church activities involving large groups of persons, e.g. regular worship services or mid-week evening meetings, that would create conflicts with traffic or parking on the site.

*Criterion 2. All City application fees related to the application under consideration by the decision making authority have been submitted*

**Applicant's Response**

Appropriate fees were submitted with the application. This criterion is satisfied.

*Criterion 3. The proposal complies with the applicable policies of the Comprehensive Plan.*

**Applicant's Response**

Applicable Comprehensive Plan policies are reviewed in a following section and demonstrate that the proposal is in compliance. However, it should be noted that the City of Beaverton has an acknowledged Comprehensive Plan and Zoning Ordinance. A review of Comprehensive Plan goals and policies should not be necessary under these circumstances, as the Plan is implemented through application of zoning regulations. However, as it has been the City's practice to require an analysis of Comprehensive Plan policies, this application includes a discussion that demonstrates that the proposed private school is in conformance.

*Criterion 4. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.*

**Applicant's Response**

An existing church facility and parking area occupy the site. The building has a total occupant load of 1,104 persons in 20,869 square feet, allowable under the building code. The school is proposed to have a maximum of 200 students, well within the allowable occupant load of church facilities.

**Church Facilities**

	Size of area	Occupant Load*
Classroom Complex (2001 addition to church facilities)	9,061 square feet	354 persons
Sanctuary Complex	9,888 square feet	475 persons
Lobby Area (2001 addition to church facilities)	1,920 square feet	275 persons
Total	20,869 square feet	1,104 persons

\*Note: This is the maximum occupant load as calculated by the Building Code.

The proposed school will operate weekdays, when the church facilities are not regularly committed to other uses. The Church's conditional use permit allows activities between 8 AM and 10 PM. The regular schedule for church meetings includes Sunday worship services at 9 AM and 10:45 AM. Other meetings occur on almost every weeknight, with the occasional daytime meeting. Generally speaking, meetings during the day generate attendance ranging from 10-20. The Church maintains regular office hours from 8:30 AM to 4 PM, Monday through Thursday, with a staff of 7-8 (pastoral and support staff).

There are 157 parking spaces on the site, including six handicapped spaces. Parking required for the church complex is a minimum of 118, based upon findings from the 2001 approval for the building addition. Required parking for the school will be available in the existing parking lot, as

described in the following section of this narrative responding to Section 60.30.10.5 (parking). Therefore, no conflict between use of the facilities for the school and church is anticipated.

Furthermore, traffic flow during school hours will be directed by the findings of the Traffic Impact Study performed by Lancaster Engineering and described as the following:

**1. TRAFFIC FLOW:**

The applicant would like to adopt the recommendation made by Lancaster Engineering in their traffic study, pages 4-5 and 7. To keep traffic flowing smoothly during peak hours all incoming traffic will enter from two sites:

(1) All Brockman Street traffic will only be allowed to travel from the west and only make a right turn into the parking lot. This way, no cars will cross traffic or cause any unusual delays.

(2) The second option would be to have cars also enter from 135<sup>th</sup> Avenue. Cars traveling from the south on 135<sup>th</sup> Avenue would alleviate some traffic on Brockman Street. These cars would turn right into our parking lot on 135<sup>th</sup>, and proceed through the student drop off area in the circle in front of the lobby.

**2. DROP OFF AND PICK UP:**

Cars will proceed through the passenger drop off circle in front of the church lobby, and all passengers will exit on the passenger side away from any moving vehicles. This gives pedestrians direct access to the buildings without having to cross the parking or traffic areas. The same procedures will apply to pick up times.

**3. EXIT:**

After dropping passengers, vehicles will exit the drop off area and exit on 135<sup>th</sup>. Cars may head south on 135<sup>th</sup>, or may head north. Southbound vehicles will cause minimal interference, traffic headed northbound on 135<sup>th</sup> will have a choice of heading west or east on Brockman. Furthermore, cars will be allowed to exit Westbound on Brockman.

**4. SAFETY**

The Church will provide safety officers monitoring traffic flow during student drop off and pick up times. Also, those who come to the school and park will also abide by these entrance and exit rules during peak hours.

These traffic recommendations would apply during school peak hours.

*Criterion 5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate development of properties in the surrounding area of the subject site.*

**Applicant's Response**

Effects on surrounding properties are expected to be minimal to non-existent. Likely expected effects of a new school are noise and traffic. These potential impacts are minimized for this proposal in the following manner:

There will be limited outside play area and no physical education classes. The outdoor play will be restricted to areas away from neighbors. Therefore, there will be no noise generated by children playing out of doors. Some noise and commotion will be generated when children arrive and depart. This is unavoidable, but for a very limited time of day.

The site presently has a fence (minimum of five feet high) and variety of trees and shrubs along the south and east boundaries. The Church has contacted all neighboring property owners along New Forest Drive and Pinto Court, to discuss potential impacts and mitigating measures. Only two neighbors requested additional plantings adjacent to their property, and this request will be accommodated.

The Church held a neighborhood meeting on August 18, 2003, as required by the City Code. The meeting minutes (attached) list concerns and comments, which are generally addressed in this narrative. In addition, prior to this meeting, the Church has made other efforts to reach out to neighbors, including putting the youth group to work cleaning up the neighborhood. We rented a dumpster and collected large throwaway items at no charge. We have offered free Christmas tree recycling (though we have suggested a donation of \$5) and the youth group will collect the trees. The Church will continue its efforts to maintain good relations with its neighbors.

The application includes a Traffic Impact Analysis, prepared by Lancaster Engineering, Inc. According to the Traffic Impact Analysis, the proposed school will add 548 weekday trips. The un-signalized intersection of S.W. 135th and Brockman, and all site accesses to public streets, will continue to function at LOS "C" with a recommended on-site traffic flow plan. Therefore, this criterion can be satisfied with a condition of approval that requires implementation of the recommended internal traffic flow plan.

*6. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

**Applicant's Response**

Any additional documents that are required will be submitted as appropriate.

***Chapter 60 Special Regulations***

***60.30. OFF-STREET PARKING***

**Applicant's Response**

There are 157 vehicle parking spaces, including six handicapped spaces, and 6 bicycle parking spaces on the site. These parking spaces satisfy the requirements for a church and are, for the most part, unused except on Sundays for services and evening meetings. The applicant believes that more than enough spaces are available during the week to accommodate the needs of the school, in addition to church pastoral and office staff and the occasional daytime meeting for the church.

Parking requirements are as shown in the following tables: Vehicle Parking Area Requirements/Availability

Use	Required Parking Spaces	Available Parking Spaces
Church	Per seat, .25 min./ .8 max. 475 seats = 118 spaces min. to 380 spaces max.	147 spaces, inc. 6 H/C spaces
School	55 spaces total	
Nursery School	1.5 to 2.0 spaces per staff ***	
Elementary/Middle School	1 to 1.5 spaces per FTE staff ***	
High School	.2 to .3 spaces per FTE staff and students ***	

Bicycle parking is required for educational institutions, as indicated on the following table. No short-term spaces are required, only long term. For purposes of this calculation, it is assumed that Grades K-6 will have 20 to 25 students per classroom and Grades 7 to 12 will have 12 to 20 per classroom. There will be a maximum of 200 students on campus at any time, although the calculation in the following table will add up to more than 200 students because the largest potential class size is used for purposes of determining required spaces.

#### Bicycle Parking Area Requirements/Availability

Use	Required Parking Spaces	Available Parking Spaces
Church	Short Term: 1 space per 10,000 sq. ft. of floor area Long Term: 2 spaces	5-Short term 2-Long Term Lockers
School	26 spaces required	
Nursery School	1 space per classroom Required: 1 space	
Elementary/Middle School	1 space per 9 students 190 students (est.) = 21 spaces	
High School	1 space per 18 students 80 students (est.) = 4 spaces	

Bicycle parking is located near the main entrance area. Additional bicycle parking could be added if needed at the south end in addition to the existing places for bicycle parking. Four or more places next to the rack for existing bikes, just outside the upper main entrances to our new building, can be added. Further bike racks could be placed just outside the main entrances to the new building (lower entrances), the racks would be on the right of the entrance doors. Changes or additions to existing and currently proposed bicycle parking can be discussed at either design review stage or via approval of conditional use permit.

### 60.55 TRANSPORTATION FACILITIES

#### 60.55.10. General Provisions.

1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. ODOT facilities shall be designed consistent with state and federal requirements. Washington County facilities shall be designed consistent with County requirements.

#### **Applicant's Response**

No new transportation facilities are proposed. This section does not apply.

2. At a minimum, the impacts of development on levels of service shall be mitigated to the standards in Section 60.55.25....

#### **Applicant's Response**

Section 60.55.25 calls for an overall minimum level of service standard for streets is Level of Service "D", and Level of Service "E" for signalized intersections. According to the Traffic Impact Analysis, the unsignalized intersection of S.W. 135<sup>th</sup> and Brockman, and all site accesses to public streets, will function at LOS "C" with a recommended on-site traffic flow plan. Therefore, this standard can be satisfied with a condition of approval that requires implementation of the recommended internal traffic flow plan.

3. Development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development.

**Applicant's Response**

The Traffic Impact Analysis recommends no improvements and none are proposed in this application.

4. The development plan shall provide and maintain safe access to and from each parcel of property and the public street system.

**Applicant's Response**

Please refer to the response to #2, above, and the Traffic Impact Analysis. Following the recommended internal traffic flow plan will satisfy this standard.

5. Where development or collective phases of development are projected to generate more than 1000 peak hour vehicle trips, mixing of land uses shall be considered, where zoning permits, as a method to reduce vehicle trips.

**Applicant's Response**

Not applicable as the proposed school will generate 160 PM School Peak Hour trips, 14 PM Peak Hour trips, and a total of 548 weekday trips (Traffic Impact Analysis, page 3 of 7).

6. Traffic Management Plan. Where new development will add 20 or more through trips in an hour on a residential neighborhood route or residential local street....

**Applicant's Response**

Not applicable as new trips will be directed to an arterial and a collector street.

7. Traffic Impact Analysis. Each application for land use or design review approval shall include a "Traffic Impact Analysis" as defined in Chapter 90 and required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its potential impact to the existing and future local transportation system as well as the regional transportation system.

**Applicant's Response**

A Traffic Impact Analysis prepared by Lancaster Engineering, Inc. is submitted as part of this application. The report determined that the proposed school will generate 548 weekday trips and that LOS C can be maintained at the intersection of S.W. 135<sup>th</sup> and Brockman Avenue, as well as at site access driveways, if an on-site traffic flow plan is implemented. Recommendations of the report should be included as conditions of approval.

Note: the remainder of Section 60.55 deals with construction of various transportation related facilities. No new streets or driveways or any other facility is proposed, except for bicycle parking. New bicycle parking is shown on the proposed site plan and will comply with applicable space and design requirements. Bicycle parking is located near the main entrance area. Additional bicycle parking could be added if needed at the south end.

**60.60. TREES AND VEGETATION.**

**Applicant's Response**

The Southwest Hills Baptist Church understands that there is a grouping of trees on the site considered significant by the City. No trees are proposed to be removed.

**60.65. UTILITY UNDER GROUNDING**

**Applicant's Response**

No changes are proposed for the site, other than addition of bicycle parking or landscaping along specific areas of the property line as requested by neighbors. Therefore, this provision should not be applied.

## **Comprehensive Plan Policies**

A Comprehensive Plan is intended to provide policy guidance and does not generally establish standards and criteria for review of a specific development. Also, once a Comprehensive Plan and implementing ordinances are acknowledged, it is presumed that standards and criteria are provided in the implementing ordinances. However, the City's practice appears to be to require a statement explaining how a particular project complies with the Comprehensive Plan, and the City has identified policies and goals in certain Elements and sections that the City believes should be considered in the application narrative. Though the applicant believes that compliance with requirements of the Zoning Code should be sufficient, a discussion of the identified Elements and sections is presented in the following section of this narrative.

### **Chapter 3 Land Use Element**

#### **3.13 Residential Neighborhood Development**

**3.13.1 Goal:** *Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.*

#### **3.13.3 Standard Density Residential**

**3.13.3 Goal:** *Establish Standard Density Residential areas to provide moderate sized lots for typical single-family residences with private open space.*

### **Applicant's Response**

Generally speaking, the goals and policies call upon the City to take actions (e.g. "regulate," "encourage," "require"). The Zoning Ordinance, along with other implementing ordinances, provide specific measures for design of a project or use that are to be carried out by an applicant or developer.

The Southwest Hills Baptist Church is a use that supports the goal of establishing and maintaining a "safe, convenient, attractive and healthful" residential area by adhering to site development standards, such as landscaping. It also provides relief in the layout of the community, a large property set in subdivisions designed to maximize density. Aesthetically, the building and associated site development for the church supports the overall goal of the Land Use Element.

The Southwest Hills Baptist Church also provides a community in its own right, a community of faith. People with shared values come together, educate their children, and participate in worship and service. This, too, supports the livability of Beaverton.

The addition of a school to the church use already approved supports the overall mission of the church. There will be no changes to the building, no additional parking, no removal of trees. The facility will remain as an aesthetically pleasing open space in the sea of subdivisions. In the sense that the church, itself, is a community, the expansion of the use to include the school adds another opportunity for a gathering of the faithful to learn about the history and teachings of the Bible along with secular subjects.

Therefore, by compliance with requirements of the City's codes, the church, as a development, supports the goals and policies of the Comprehensive Plan. As a community of faith, the church and the school, support goals and policies that call for neighborhoods and neighborliness.

## **Chapter 5 Public Facilities and Services Element**

### **5.4.1 Adequate Stormwater Management**

*5.4.1 Goal: Ensure long-term provision of adequate storm water management within existing City limits and areas to be annexed in the future.*

### **5.5.1 Adequate Water Service**

*5.5.1 Goal: The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.*

### **5.6.1 Adequate Sewer Service**

*5.6.1. Goal: The City shall continue to cooperate with CWS to ensure long-term provision of an adequate sanitary sewer system within existing City limits and areas to be annexed in the future.*

### **5.7.1 Educational Facilities & Services**

*5.7.1 Goal: Cooperate with the Beaverton School District in its efforts to provide the best possible educational facilities and services to Beaverton residents.*

### **5.8.1 Adequate Parks & Recreational Facilities**

*5.8.1 Goal: Cooperate with THPRD in implementation of its 20-Year Comprehensive Master Plan and Trails Master Plan in order to ensure adequate parks and recreation facilities and programs for current and future City residents.*

### **5.10.1 Adequate Fire & Emergency Medical Services**

*5.10.1 Goal: Cooperate with TVF&RD to insure adequate fire and emergency medical services for the current and future residents of the City.*

## **Applicant's Response**

Public Facilities goals and policies generally require the City or other agencies to ensure that services are available and adequate. This is accomplished through the process of reviewing applications.

In this situation, the Southwest Hills Baptist Church has a conditional use permit, recently issued when the addition was constructed, and public facilities were considered through that review. No change is now proposed that would alter the public water, public sanitary sewer, or storm water facilities. No residential development is proposed that would require additional park or recreational facilities. The building has already been approved by the TVF&RD and any interior changes needed to accommodate the school would undergo a review for compliance with applicable building and fire codes.

The private school proposed by Southwest Hills Baptist Church would complement activities and services provided by the Beaverton School District. Classes and instructional methods would emphasize subjects of particular interest to parishioners (e.g. Greek) that may not be offered in a public school that must meet the needs of the general community for a basic education.

Therefore, although there is little that the Southwest Hills Baptist church can do to ensure that public facilities and services are adequate throughout the community, within its own sphere of influence it has complied with codes requiring connections to available utilities and building design and construction methods to promote safety. These goals and policies are supported.

## **Chapter 6 Transportation Element**

*6.2.1. Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.*

*6.2.2. Goal: A balanced transportation system.*

6.2.3. Goal: A safe transportation system.

6.2.4. Goal: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.

#### **Applicant's Response**

The Southwest Hills Baptist Church complies with the goals and policies to the extent possible, by endeavoring to provide a safe and convenient movement of traffic on its own site and on surrounding streets. A Traffic Impact Analysis prepared by Lancaster Engineering, Inc., is part of the application. This report identifies no concerns with capacities for adjacent streets, however it does recommend a traffic flow plan for the school use to minimize congestion at the intersection of S.W. 135<sup>th</sup> Avenue and Brockman Avenue.

The Southwest Hills Baptist Church will encourage car-pooling for students and faculty and will install required bicycle parking, utilizing both strategies to provide alternatives to single occupancy vehicle travel. On the small scale within its purview, the proposed school use supports transportation system goals and policies.

### **Chapter 8 Environmental Quality & Safety Element**

#### **8.4 Noise**

8.4.1. Goal: Create and protect a healthy acoustical environment within the City.

#### **Applicant's Response**

The Southwest Hills Baptist Church complies with the goals and policies by endeavoring to ameliorate potential noise impacts upon neighboring properties. First, there will be no outside play area. Second, noise from drop off/retrieval of children (vehicles, doors opening and closing, children's voices) will be limited to a relatively short time around 8:30 AM and 3 PM. Instructors are expected to arrive prior to 8 AM and leave about 4 PM. These are hours when a certain level of activity, and associated noise, is common and expected for all uses in the community.

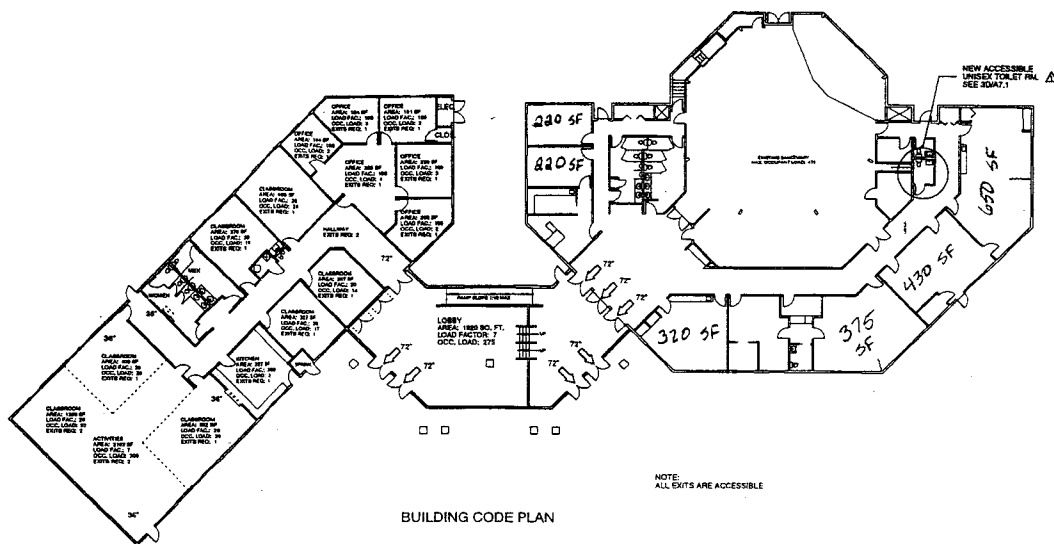
The Southwest Hills Baptist Church has also made an effort to reach out to its neighbors to work out specific needs and concerns. Several neighbors have requested additional landscaping as a buffer; other neighbors have no concerns or do not wish additional screening.

School activities are anticipated to occur during "normal business hours" and any evening meetings will be within the time limit of 10 PM established for the Church's approved conditional use permit. Therefore, the proposed school will support this goal.

### **Conclusion**

The foregoing narrative describes the proposed private school proposed by Southwest Hills Baptist Church, to be accommodated within its existing facilities. The school use is organized in two parts, a private school meeting three days per week and a home school cooperative meeting on the remaining two days. The school use, in its entirety, conforms to applicable criteria and standards identified in the Zoning Code, or can comply through conditions of approval and supports applicable goals policies of the Comprehensive Plan. Therefore, the conditional use permit to allow a private school should be approved.

	CUT LINE		GYPSUM BOARD
	ELEVATION ABOVE FIN, FL.		PLYWOOD
DETAIL, MO. SHEET NO.	DETAIL SYMBOL		INSULATION, BATT OR LOOSE FILL
DETAIL, MO. SHEET NO.	INTERIOR ELEVATION SYMBOL		INSULATION, RIGID
	BUILDING OR WALL SECTION		EARTH
	REVISION MARK		GRAVEL FILL
	WINDOW MARK SEE WINDOW SCHED.		SAND FILL
	DOOR MARK SEE DOOR SCHED.		CONCRETE
	WALL (FLOOR / CEILING / ROOF) TYPE SEE SCHEDULE		WOOD FRAMING
	MASONRY		WOOD BLOCKING
	MASONRY		WOOD, FINISHED
	MASONRY		MASONRY

[illegible]

<p>3. BUILDING CONSTRUCTION DATA</p> <p>2. BUILDING CONSTRUCTION DATA</p> <p>TYPE OF CONSTRUCTION: 8 ONE HOUR SPRINKLED</p> <p>BUILDING ALLOWED NUMBER OF FLOORS: 20 FLOORS</p> <p>ALLOWABLE 1 STORY: 10 FT. 0 IN.</p> <p>ALLOWABLE 2 STORY: 16 FT. 0 IN.</p> <p>ALLOWABLE 3 STORY: 22 FT. 0 IN.</p> <p>ALLOWABLE 4 STORY: 28 FT. 0 IN.</p> <p>ALLOWABLE 5 STORY: 34 FT. 0 IN.</p> <p>ALLOWABLE 6 STORY: 40 FT. 0 IN.</p> <p>ALLOWABLE 7 STORY: 46 FT. 0 IN.</p> <p>ALLOWABLE 8 STORY: 52 FT. 0 IN.</p> <p>ALLOWABLE 9 STORY: 58 FT. 0 IN.</p> <p>ALLOWABLE 10 STORY: 64 FT. 0 IN.</p> <p>ALLOWABLE 11 STORY: 70 FT. 0 IN.</p> <p>ALLOWABLE 12 STORY: 76 FT. 0 IN.</p> <p>ALLOWABLE 13 STORY: 82 FT. 0 IN.</p> <p>ALLOWABLE 14 STORY: 88 FT. 0 IN.</p> <p>ALLOWABLE 15 STORY: 94 FT. 0 IN.</p> <p>ALLOWABLE 16 STORY: 100 FT. 0 IN.</p> <p>ALLOWABLE 17 STORY: 106 FT. 0 IN.</p> <p>ALLOWABLE 18 STORY: 112 FT. 0 IN.</p> <p>ALLOWABLE 19 STORY: 118 FT. 0 IN.</p> <p>ALLOWABLE 20 STORY: 124 FT. 0 IN.</p> <p>ALLOWABLE 21 STORY: 130 FT. 0 IN.</p> <p>ALLOWABLE 22 STORY: 136 FT. 0 IN.</p> <p>ALLOWABLE 23 STORY: 142 FT. 0 IN.</p> <p>ALLOWABLE 24 STORY: 148 FT. 0 IN.</p> <p>ALLOWABLE 25 STORY: 154 FT. 0 IN.</p> <p>ALLOWABLE 26 STORY: 160 FT. 0 IN.</p> <p>ALLOWABLE 27 STORY: 166 FT. 0 IN.</p> <p>ALLOWABLE 28 STORY: 172 FT. 0 IN.</p> <p>ALLOWABLE 29 STORY: 178 FT. 0 IN.</p> <p>ALLOWABLE 30 STORY: 184 FT. 0 IN.</p> <p>ALLOWABLE 31 STORY: 190 FT. 0 IN.</p> <p>ALLOWABLE 32 STORY: 196 FT. 0 IN.</p> <p>ALLOWABLE 33 STORY: 202 FT. 0 IN.</p> <p>ALLOWABLE 34 STORY: 208 FT. 0 IN.</p> <p>ALLOWABLE 35 STORY: 214 FT. 0 IN.</p> <p>ALLOWABLE 36 STORY: 220 FT. 0 IN.</p> <p>ALLOWABLE 37 STORY: 226 FT. 0 IN.</p> <p>ALLOWABLE 38 STORY: 232 FT. 0 IN.</p> <p>ALLOWABLE 39 STORY: 238 FT. 0 IN.</p> <p>ALLOWABLE 40 STORY: 244 FT. 0 IN.</p> <p>ALLOWABLE 41 STORY: 250 FT. 0 IN.</p> <p>ALLOWABLE 42 STORY: 256 FT. 0 IN.</p> <p>ALLOWABLE 43 STORY: 262 FT. 0 IN.</p> <p>ALLOWABLE 44 STORY: 268 FT. 0 IN.</p> <p>ALLOWABLE 45 STORY: 274 FT. 0 IN.</p> <p>ALLOWABLE 46 STORY: 280 FT. 0 IN.</p> <p>ALLOWABLE 47 STORY: 286 FT. 0 IN.</p> <p>ALLOWABLE 48 STORY: 292 FT. 0 IN.</p> <p>ALLOWABLE 49 STORY: 298 FT. 0 IN.</p> <p>ALLOWABLE 50 STORY: 304 FT. 0 IN.</p> <p>ALLOWABLE 51 STORY: 310 FT. 0 IN.</p> <p>ALLOWABLE 52 STORY: 316 FT. 0 IN.</p> <p>ALLOWABLE 53 STORY: 322 FT. 0 IN.</p> <p>ALLOWABLE 54 STORY: 328 FT. 0 IN.</p> <p>ALLOWABLE 55 STORY: 334 FT. 0 IN.</p> <p>ALLOWABLE 56 STORY: 340 FT. 0 IN.</p> <p>ALLOWABLE 57 STORY: 346 FT. 0 IN.</p> <p>ALLOWABLE 58 STORY: 352 FT. 0 IN.</p> <p>ALLOWABLE 59 STORY: 358 FT. 0 IN.</p> <p>ALLOWABLE 60 STORY: 364 FT. 0 IN.</p> <p>ALLOWABLE 61 STORY: 370 FT. 0 IN.</p> <p>ALLOWABLE 62 STORY: 376 FT. 0 IN.</p> <p>ALLOWABLE 63 STORY: 382 FT. 0 IN.</p> <p>ALLOWABLE 64 STORY: 388 FT. 0 IN.</p> <p>ALLOWABLE 65 STORY: 394 FT. 0 IN.</p> <p>ALLOWABLE 66 STORY: 400 FT. 0 IN.</p> <p>ALLOWABLE 67 STORY: 406 FT. 0 IN.</p> <p>ALLOWABLE 68 STORY: 412 FT. 0 IN.</p> <p>ALLOWABLE 69 STORY: 418 FT. 0 IN.</p> <p>ALLOWABLE 70 STORY: 424 FT. 0 IN.</p> <p>ALLOWABLE 71 STORY: 430 FT. 0 IN.</p> <p>ALLOWABLE 72 STORY: 436 FT. 0 IN.</p> <p>ALLOWABLE 73 STORY: 442 FT. 0 IN.</p> <p>ALLOWABLE 74 STORY: 448 FT. 0 IN.</p> <p>ALLOWABLE 75 STORY: 454 FT. 0 IN.</p> <p>ALLOWABLE 76 STORY: 460 FT. 0 IN.</p> <p>ALLOWABLE 77 STORY: 466 FT. 0 IN.</p> <p>ALLOWABLE 78 STORY: 472 FT. 0 IN.</p> <p>ALLOWABLE 79 STORY: 478 FT. 0 IN.</p> <p>ALLOWABLE 80 STORY: 484 FT. 0 IN.</p> <p>ALLOWABLE 81 STORY: 490 FT. 0 IN.</p> <p>ALLOWABLE 82 STORY: 496 FT. 0 IN.</p> <p>ALLOWABLE 83 STORY: 502 FT. 0 IN.</p> <p>ALLOWABLE 84 STORY: 508 FT. 0 IN.</p> <p>ALLOWABLE 85 STORY: 514 FT. 0 IN.</p> <p>ALLOWABLE 86 STORY: 520 FT. 0 IN.</p> <p>ALLOWABLE 87 STORY: 526 FT. 0 IN.</p> <p>ALLOWABLE 88 STORY: 532 FT. 0 IN.</p> <p>ALLOWABLE 89 STORY: 538 FT. 0 IN.</p> <p>ALLOWABLE 90 STORY: 544 FT. 0 IN.</p> <p>ALLOWABLE 91 STORY: 550 FT. 0 IN.</p> <p>ALLOWABLE 92 STORY: 556 FT. 0 IN.</p> <p>ALLOWABLE 93 STORY: 562 FT. 0 IN.</p> <p>ALLOWABLE 94 STORY: 568 FT. 0 IN.</p> <p>ALLOWABLE 95 STORY: 574 FT. 0 IN.</p> <p>ALLOWABLE 96 STORY: 580 FT. 0 IN.</p> <p>ALLOWABLE 97 STORY: 586 FT. 0 IN.</p> <p>ALLOWABLE 98 STORY: 592 FT. 0 IN.</p> <p>ALLOWABLE 99 STORY: 598 FT. 0 IN.</p> <p>ALLOWABLE 100 STORY: 604 FT. 0 IN.</p> <p>ALLOWABLE 101 STORY: 610 FT. 0 IN.</p> <p>ALLOWABLE 102 STORY: 616 FT. 0 IN.</p> <p>ALLOWABLE 103 STORY: 622 FT. 0 IN.</p> <p>ALLOWABLE 104 STORY: 628 FT. 0 IN.</p> <p>ALLOWABLE 105 STORY: 634 FT. 0 IN.</p> <p>ALLOWABLE 106 STORY: 640 FT. 0 IN.</p> <p>ALLOWABLE 107 STORY: 646 FT. 0 IN.</p> <p>ALLOWABLE 108 STORY: 652 FT. 0 IN.</p> <p>ALLOWABLE 109 STORY: 658 FT. 0 IN.</p> <p>ALLOWABLE 110 STORY: 664 FT. 0 IN.</p> <p>ALLOWABLE 111 STORY: 670 FT. 0 IN.</p> <p>ALLOWABLE 112 STORY: 676 FT. 0 IN.</p> <p>ALLOWABLE 113 STORY: 682 FT. 0 IN.</p> <p>ALLOWABLE 114 STORY: 688 FT. 0 IN.</p> <p>ALLOWABLE 115 STORY: 694 FT. 0 IN.</p> <p>ALLOWABLE 116 STORY: 700 FT. 0 IN.</p> <p>ALLOWABLE 117 STORY: 706 FT. 0 IN.</p> <p>ALLOWABLE 118 STORY: 712 FT. 0 IN.</p> <p>ALLOWABLE 119 STORY: 718 FT. 0 IN.</p> <p>ALLOWABLE 120 STORY: 724 FT. 0 IN.</p> <p>ALLOWABLE 121 STORY: 730 FT. 0 IN.</p> <p>ALLOWABLE 122 STORY: 736 FT. 0 IN.</p> <p>ALLOWABLE 123 STORY: 742 FT. 0 IN.</p> <p>ALLOWABLE 124 STORY: 748 FT. 0 IN.</p> <p>ALLOWABLE 125 STORY: 754 FT. 0 IN.</p> <p>ALLOWABLE 126 STORY: 760 FT. 0 IN.</p> <p>ALLOWABLE 127 STORY: 766 FT. 0 IN.</p> <p>ALLOWABLE 128 STORY: 772 FT. 0 IN.</p> <p>ALLOWABLE 129 STORY: 778 FT. 0 IN.</p> <p>ALLOWABLE 130 STORY: 784 FT. 0 IN.</p> <p>ALLOWABLE 131 STORY: 790 FT. 0 IN.</p> <p>ALLOWABLE 132 STORY: 796 FT. 0 IN.</p> <p>ALLOWABLE 133 STORY: 802 FT. 0 IN.</p> <p>ALLOWABLE 134 STORY: 808 FT. 0 IN.</p> <p>ALLOWABLE 135 STORY: 814 FT. 0 IN.</p> <p>ALLOWABLE 136 STORY: 820 FT. 0 IN.</p> <p>ALLOWABLE 137 STORY: 826 FT. 0 IN.</p> <p>ALLOWABLE 138 STORY: 832 FT. 0 IN.</p> <p>ALLOWABLE 139 STORY: 838 FT. 0 IN.</p> <p>ALLOWABLE 140 STORY: 844 FT. 0 IN.</p> <p>ALLOWABLE 141 STORY: 850 FT. 0 IN.</p> <p>ALLOWABLE 142 STORY: 856 FT. 0 IN.</p> <p>ALLOWABLE 143 STORY: 862 FT. 0 IN.</p> <p>ALLOWABLE 144 STORY: 868 FT. 0 IN.</p> <p>ALLOWABLE 145 STORY: 874 FT. 0 IN.</p> <p>ALLOWABLE 146 STORY: 880 FT. 0 IN.</p> <p>ALLOWABLE 147 STORY: 886 FT. 0 IN.</p> <p>ALLOWABLE 148 STORY: 892 FT. 0 IN.</p> <p>ALLOWABLE 149 STORY: 898 FT. 0 IN.</p> <p>ALLOWABLE 150 STORY: 904 FT. 0 IN.</p> <p>ALLOWABLE 151 STORY: 910 FT. 0 IN.</p> <p>ALLOWABLE 152 STORY: 916 FT. 0 IN.</p> <p>ALLOWABLE 153 STORY: 922 FT. 0 IN.</p> <p>ALLOWABLE 154 STORY: 928 FT. 0 IN.</p> <p>ALLOWABLE 155 STORY: 934 FT. 0 IN.</p> <p>ALLOWABLE 156 STORY: 940 FT. 0 IN.</p> <p>ALLOWABLE 157 STORY: 946 FT. 0 IN.</p> <p>ALLOWABLE 158 STORY: 952 FT. 0 IN.</p> <p>ALLOWABLE 159 STORY: 958 FT. 0 IN.</p> <p>ALLOWABLE 160 STORY: 964 FT. 0 IN.</p> <p>ALLOWABLE 161 STORY: 970 FT. 0 IN.</p> <p>ALLOWABLE 162 STORY: 976 FT. 0 IN.</p> <p>ALLOWABLE 163 STORY: 982 FT. 0 IN.</p> <p>ALLOWABLE 164 STORY: 988 FT. 0 IN.</p> <p>ALLOWABLE 165 STORY: 994 FT. 0 IN.</p> <p>ALLOWABLE 166 STORY: 1000 FT. 0 IN.</p> <p>ALLOWABLE 167 STORY: 1006 FT. 0 IN.</p> <p>ALLOWABLE 168 STORY: 1012 FT. 0 IN.</p> <p>ALLOWABLE 169 STORY: 1018 FT. 0 IN.</p> <p>ALLOWABLE 170 STORY: 1024 FT. 0 IN.</p> <p>ALLOWABLE 171 STORY: 1030 FT. 0 IN.</p> <p>ALLOWABLE 172 STORY: 1036 FT. 0 IN.</p> <p>ALLOWABLE 173 STORY: 1042 FT. 0 IN.</p> <p>ALLOWABLE 174 STORY: 1048 FT. 0 IN.</p> <p>ALLOWABLE 175 STORY: 1054 FT. 0 IN.</p> <p>ALLOWABLE 176 STORY: 1060 FT. 0 IN.</p> <p>ALLOWABLE 177 STORY: 1066 FT. 0 IN.</p> <p>ALLOWABLE 178 STORY: 1072 FT. 0 IN.</p> <p>ALLOWABLE 179 STORY: 1078 FT. 0 IN.</p> <p>ALLOWABLE 180 STORY:</p>
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NOTE:  
ALL EXITS ARE ACCESSIBLE

Southwest Hills Baptist Church  
9100 SW 135th Avenue  
Beaverton, Oregon

CONTENTS :  
CODE SUMMARY  
ABBREV. & SYMBOLS

PROJECT : 99014

DRAWN BY : DM

DATE : 6/28/00

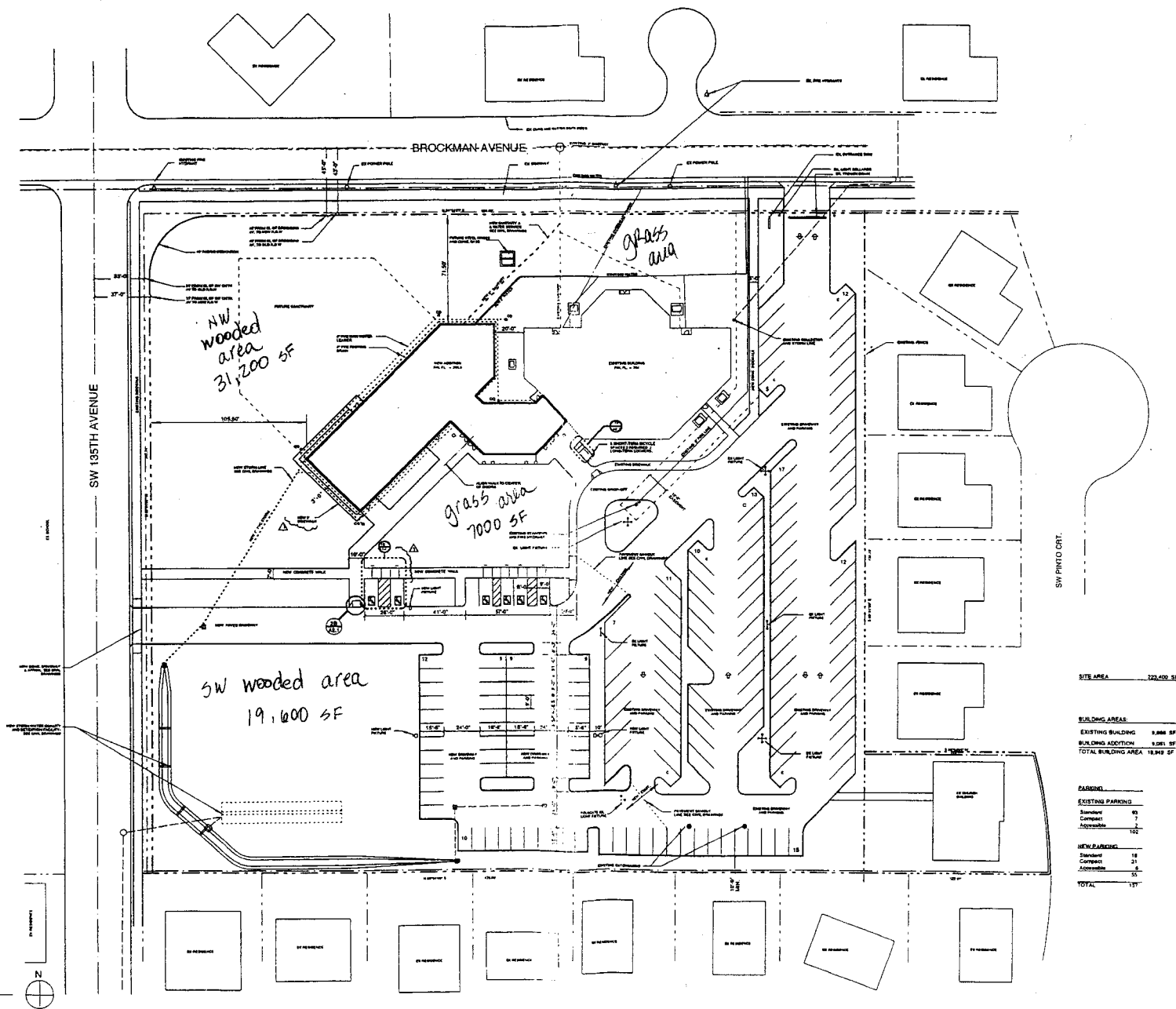
REVISIONS :  
 A 2/10/00 PLAN REVIEW

CS1

Exhibit 3.2

254

SITE PLAN  
SCALE: 1" = 30'



# Southwest Hills Baptist Church

9100 SW 135th Avenue  
Beaverton, Oregon

CONTENTS:  
Site Plan

PROJECT: 99014

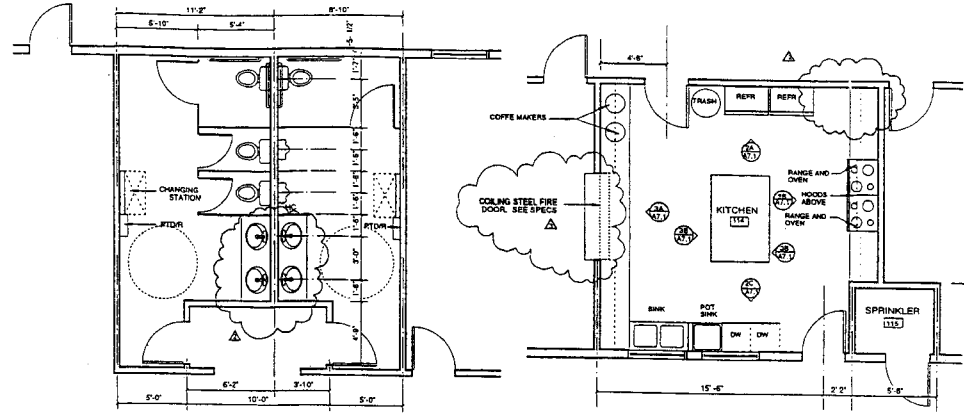
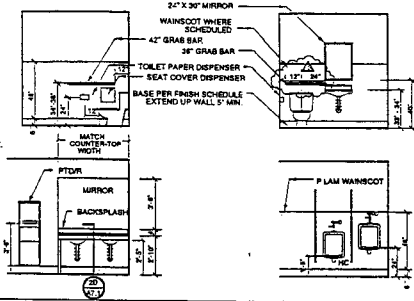
DRAWN BY: DM

DATE: 06/28/00

REVISIONS:  
A 906000 PLAN REVIEW

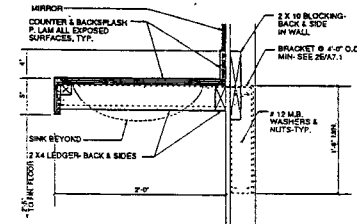
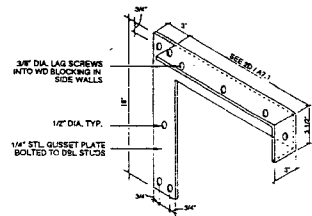
A1.1

1. TOILET ROOM PLAN AND ELEVATIONS ILLUSTRATED HOW SHOW FLOOR CLEARANCE DIMENSIONS, LOCATING FIXTURES, AND ACCESSORY PLACEMENT. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR THE PLAN FOR EACH LAYOUT.
2. LOWER EDGES OF LAVATORY  $\geq 2" \times 4"$  F.F.
3. LAVATORY 18" HIGH  $\geq 30" \times 48"$  F.F.
4. LAVATORY TO HAVE LEVEL HANDS LOCATED NO MORE THAN 17" FROM EDGE OF LAVATORY.
5. INSULATE EXPOSED SUPPLY AND DRAIN LINES.
6. GRAB BARS  $\geq 1\frac{1}{2}" \times 1\frac{1}{2}"$  DIA. MINIMUM 1' LONG FROM WALL. BARS SHALL BE CAPABLE OF SUPPORTING 300 LBS. LOAD IN POINT WITHOUT PERMANENT DEFLECTION.
7. FLOORS SHALL BE HIGH WASTOOL RAMP, NON-ABRASIVE SURFACE WITH  $\geq 4"$  BASE. SEE SPECIFICATION FOR FLOOR FINISH.
8. PROVIDE  $\geq 6"$  HIGH WASTOOL ON WALLS BEHIND AND BESIDE TOILETS AND URINALS OR AS OTHERWISE NOTED.
9. INSTALL PAPER TOWEL DISPENSER @ MAXIMUM A.F.F. TO TOWEL SLOT.
10. GYF BOULED AT PLUMBING WALLS TO BE MOISTURE RESISTANT.
11. SEE SPECIFICATION FOR ADDITIONAL INFORMATION REGARDING TOILET ACCESSORIES.



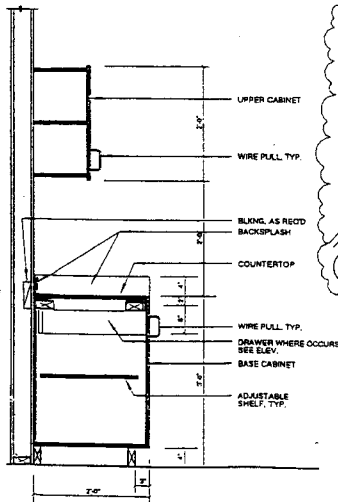
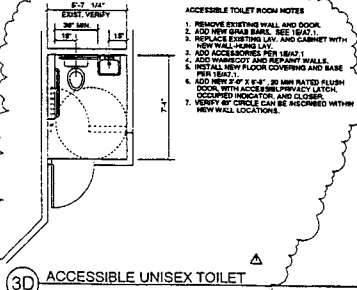
1C ENLARGED RESTROOMS, 110, 112  
1/4" = 1'-0"

1B ENLARGED KITCHEN 114  
1/4" = 1'-0"

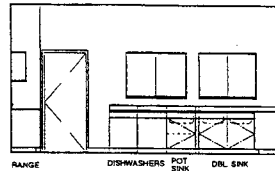
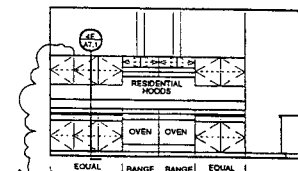
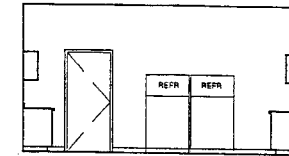
 $\cdot 1/4^{\circ} \approx 1^{\circ}-0^{\circ}$ 

NO SCALE

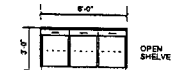
2D 1 1/2" = 1'-0"


$$1/4^{\circ} = 1'-0''$$


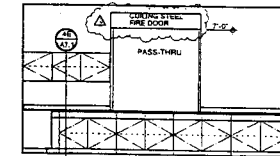
///


$$\frac{1}{4}'' = 1' - 0$$

$$-(2B) \frac{N(0)}{1/4 = 1/2}$$


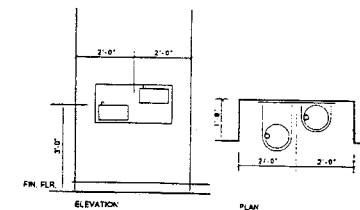
— (2A) — NORTH



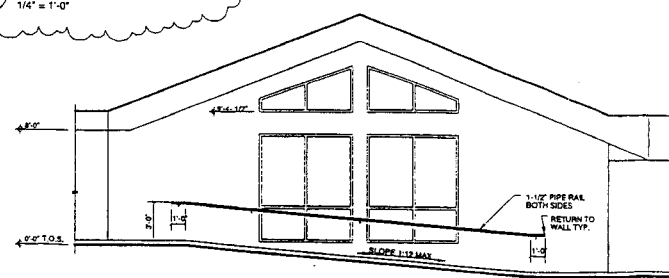
3B  $\frac{1}{4}'' = 1:0''$



3A SOUTH






4A DRINK

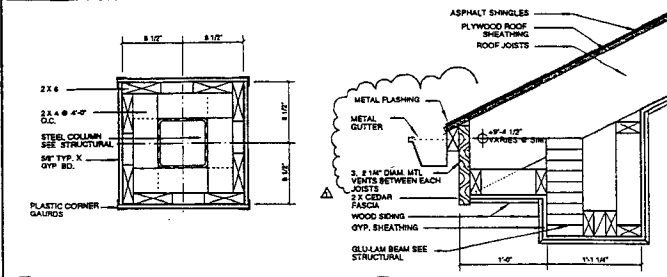


(4D) NORTH E  
1/4" = 1'-0"

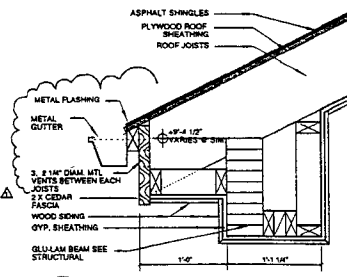
Southwest Hills Baptist Church  
9100 SW 135th Avenue  
Beaverton, Oregon

 8/06/00 PLAN REVIEW  
 8/06/00 OWNER CHANGES  
 10/12/00 PLAN REVIEW

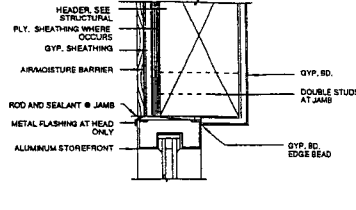
## A7.1



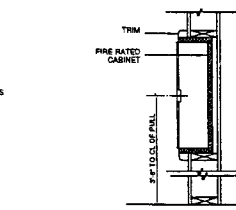
1E CENTER COLUMN FURRING  
SCALE: 1/2" = 1'-0"



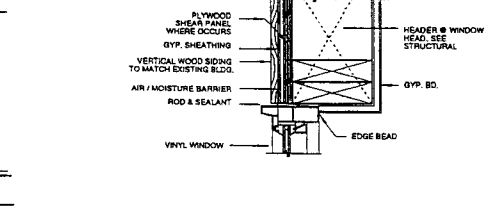
1D EAVE AND SOFFIT  
SCALE: 1/2" = 1'-0"



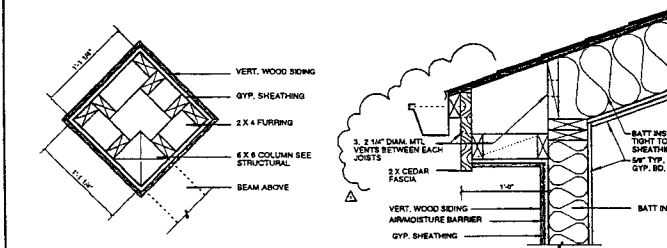
1C ALUM. WINDOW HEAD / JAMB  
SCALE: 3/4" = 1'-0"



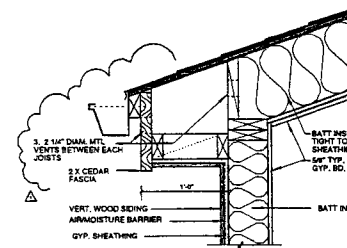
1B FIRE EXTING. WALL CAB.  
SCALE: 1" = 1'-0"



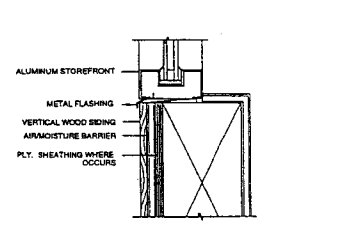
1A VINYL WINDOW HEAD/JAMB  
SCALE: 3/4" = 1'-0"



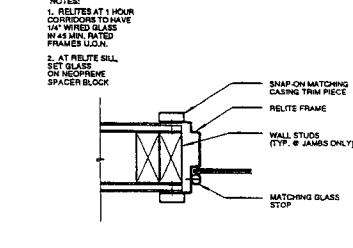
2E EXTERIOR COLUMN FURRING  
SCALE: 1/2" = 1'-0"



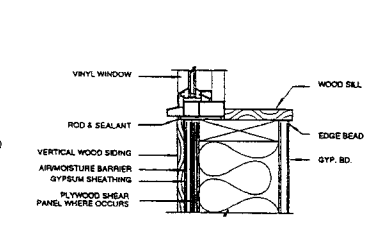
2D EAVE AND SOFFIT  
SCALE: 1/2" = 1'-0"



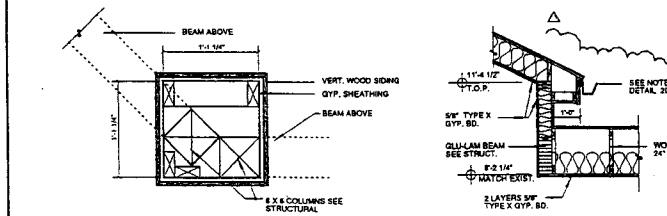
2C ALUM. STOREFRONT SILL  
SCALE: 3/4" = 1'-0"



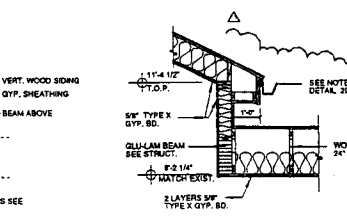
2B HM RELIGHT HEAD / JAMB  
SCALE: 3/4" = 1'-0"



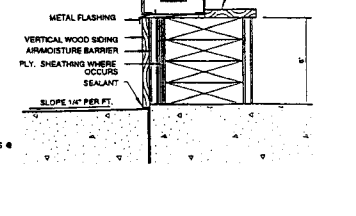
2A VINYL WINDOW SILL  
SCALE: 3/4" = 1'-0"



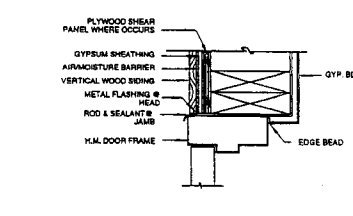
3E EXTERIOR COLUMN FURRING  
SCALE: 1/2" = 1'-0"



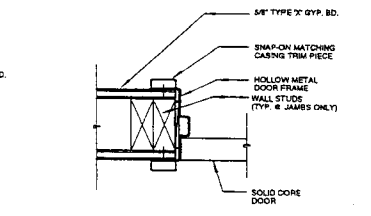
3D CEILING BREAK  
SCALE: 1/2" = 1'-0"



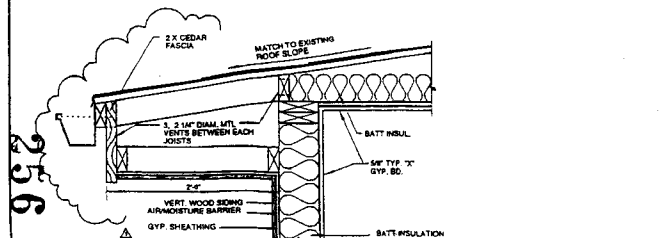
3C ALUM. STOREFRONT SILL  
SCALE: 3/4" = 1'-0"



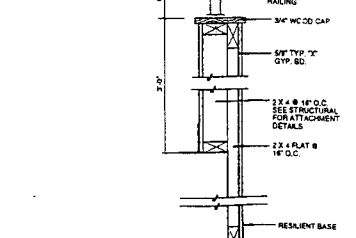
3B HOLLOW METAL DOOR HEAD / JAMB  
SCALE: 3/4" = 1'-0"



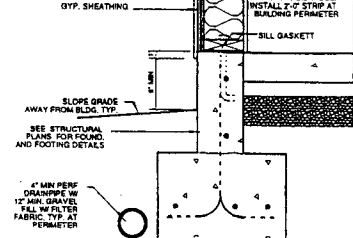
3A TYP. INTERIOR DOOR HEAD / JAMB  
SCALE: 3/4" = 1'-0"



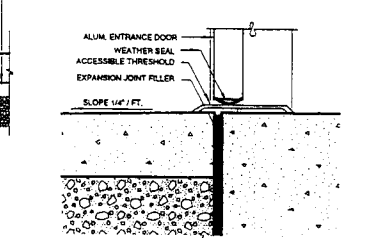
4E EAVE AND SOFFIT  
SCALE: 1/2" = 1'-0"



4C LOBBY RAILING  
SCALE: 1/4" = 1'-0"



4B TYPICAL WALL SILL  
SCALE: 1/2" = 1'-0"



4A ALUMINUM ENTRANCE SILL  
SCALE: 1/2" = 1'-0"

CONTENTS:  
DETAILS  
PROJECT: 99014  
DRAWN BY: DM  
DATE: 6/28/00  
REVISIONS:  
A 91000 PLAN REVIEW



CITY OF BEAVERTON  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
PO Box 4755  
Beaverton, OR 97076  
Tel: (503) 526-2420  
Fax: (503) 526-3720  
www.ci.beaverton.or.us

Exhibit P3.3

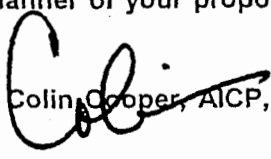
## PRE-APPLICATION CONFERENCE MEETING SUMMARY

### PRE-APPLICATION CONFERENCE PURPOSE:

Pursuant to Section 50.20.1 of the Beaverton Development Code, pre-application conferences are required for all proposals that require a Type 2, Type 3 or Type 4 application. A pre-application conference is optional for Type 1 applications. The purpose of the pre-application conference is to acquaint the City, and outside agencies, and service providers, with a potential application, and to acquaint the potential applicant with the requirements of the Code, the Comprehensive Plan, and other relevant criteria and procedures. The pre-application conference is not intended to be an exhaustive review of all potential issues, and the conference does not bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the pre-application conference.

### NOTE TO APPLICANT:

The following is intended to identify applicable code sections, requirements and key issues for your proposed development application. Items checked are to be considered relevant to your proposed development. Where appropriate, copies of applicable code sections referenced in this summary are attached for your review and use. You are encouraged to read these code sections and understand how they apply to your proposed development so that you are able to address these requirements in your written and plan information that will need to be submitted with a formal application. Please note that this summary is intended to be informational only, and is not an approval in any manner of your proposal. The approval process can only occur after the submittal of a formal application.

Comments Prepared by:  Colin Cooper, AICP, Senior Planner, 503-526-2425 – If you have any questions please contact me directly.

### PRE-APPLICATION CONFERENCE DATE:

2.12.03

### PROJECT INFORMATION:

Project Name: SW Hills Bible Church # 2003-0012  
Project Description: EXPANSION OF CHURCH TO INCLUDE A PRIVATE SCHOOL FOR GRADES K-12  
Property/Deed Owner: \_\_\_\_\_  
Site Address: 9100 SW 135<sup>th</sup> Ave.  
Legal Address: 151-280 DB Tax Lots: 223,400  
Zoning: R-7  
Site Size: Approximately 223,000 square feet.

### APPLICANT INFORMATION:

Applicant's Name: SW Hills Bible Church  
Address: 9100 SW 135<sup>th</sup> Avenue  
Phone/E-Mail: 503.524.8686

## City of Beaverton Pre-Application

### PREVIOUS DEVELOPMENT HISTORY:

- ☐ Has site been previously proposed for development?
- ☒ Has site been previously approved for development?

Comments:

### SECTION 50.20 (PRE-APPLICATION CONFERENCE):

- ☒ Required per Section 50.20.1? ☐ Optional per Section 50.20.1?

Comments: *Pre-App Held on 2.12.03.*

### SECTION 50.25 (APPLICATION COMPLETENESS):

- ☒ Application Completeness Process per Section 50.25.1-11 Explained?

Comments: The completeness process was explained to the applicant. In addition, the applicant should be aware that staff is not obligated to review any material submitted 14 days or later from the time the application has been deemed "perfected." The applicant may request a continuance for up to 60 days to allow staff to consider the new submittal if they should elect to.

### APPLICATION FEES:

- ☒ Application Fees Identified per Currently Approved Development Service Fee Schedule?

Comments:

*C.O.P. \$1237*  
*DESIGN REVIEW THREE \$1715*  
*TREE PLAN TREE \$620*  
} *\$3,572*

Application fees are subject to change. The fees in effect at the time a complete application is received will control.

## City of Beaverton Pre-Application

### SECTION 50.30 (NEIGHBORHOOD REVIEW MEETING):

Neighborhood Review Meeting:

☒

Required?

☐

Not Required?

Name of Neighborhood Advisory Committee (NAC): \_\_\_\_\_

NAC Contact Person & Phone No.: \_\_\_\_\_

Comments: Please review the Neighborhood Review Meeting Requirements found in Development Code Section 50.03 carefully. In order for your application to be found complete it is necessary that all required information be submitted.

### COMPREHENSIVE PLAN COMPLIANCE:

The following Comprehensive Plan Elements when checked are applicable to your development. You should consult these elements in the preparation of written and plan information for a formal application:

#### Chapter 3 (Land Use Element):

☐

3.6 (Regional Center Development)

☒

3.13 (Residential Neighborhood Development)

☐

3.7 (Town Center Development)

☐

3.13.1 (Safe, Convenient, Attractive, & Healthful Places to Live)

☐

3.8 (Station Community Development)

☐

3.13.2 (Low-Density Residential)

☒

3.9 (Main Street Development)

☒

3.13.3 (Standard Density Residential)

☐

3.10 (Corridor Development)

☐

3.13.4 (Medium Density Residential)

☐

3.11 (Employment Areas)

☐

3.13.5 (High-Density Residential)

☐

3.12 (Industrial Development)

Comments: If a response to the Comprehensive Plan is required the response should include a complete written narrative response to how and why the proposed application meets the above Comprehensive Plan Elements.

COMPREHENSIVE PLAN COMPLIANCE CONTINUED:

*A WRITTEN RESPONSE IS  
REQUIRED FOR C.O.P.*

Chapter 4 (Housing Element):

- ☐ 4.2.2.1 (Adequate Variety of Quality Housing)
- ☐ 4.2.3.1 (Retention of Existing Affordable Housing)
- ☐ 4.2.3.2 (Production of New Affordable Housing)

Chapter 6 (Transportation Element):

- ☒ 6.2.1 (Enhance Beaverton's Livability)
- ☒ 6.2.2 (Balanced Transportation System)
- ☒ 6.2.3 (Safe Transportation System)
- ☒ 6.2.4 (Efficient Transportation System)
- ☐ 6.2.5 (Accessible Transportation Facilities)
- ☐ 6.2.6 (Efficient Movement of Goods)

Chapter 5 (Public Facilities and Services Element):

- ☒ 5.4.1 (Adequate Stormwater Management)
- ☒ 5.5.1 (Adequate Water Service)
- ☒ 5.6.1 (Adequate Sewer Service)
- ☒ 5.7.1 (Educational Facilities & Services)
- ☒ 5.8.1 (Adequate Parks & Recreation Facilities)
- ☒ 5.10.1 (Adequate Fire & Emergency Medical Services)

Chapter 7 (Natural, Cultural, Historic, Scenic, Energy, & Groundwater Resources Element):

- ☐ 7.2.2 (Historic Resources)
- ☐ 7.3.1 (Significant Natural Resources)
- ☐ 7.3.2 (Riparian Corridors)
- ☐ 7.3.3 (Significant Wetlands)
- ☐ 7.3.4 (Wildlife Habitat)
- ☐ 7.4.1 (Scenic Views and Sites)
- ☐ 7.5.1 (Energy)
- ☐ 7.6.1 (Groundwater Resources)

Comments: If a response to the Comprehensive Plan is required the response should include a complete written narrative response to how and why the proposed application meets the above Comprehensive Plan Elements.

COMPREHENSIVE PLAN COMPLIANCE CONTINUED:

Chapter 8 (Environmental Quality & Safety Element):

☐ 8.2 (Water Quality)

☐ 8.3 (Air Quality)

☒ 8.4 (Noise)

☐ 8.5 (Seismic Hazards)

☐ 8.6 (Geologic Hazards)

☐ 8.7 (Flood Hazards)

☐ 8.8 (Solid & Hazardous Wastes)

Comments: If a response to the Comprehensive Plan is required the response should include a complete written narrative response to how and why the proposed application meets the above Comprehensive Plan Elements.

CHAPTER 20 (LAND USES):

Zoning:

☒

Section 20.05 (Residential)

Specific Type of Residential & Applicable Code Section: 20.05.15

☒

Section 20.05.50 (Site Development Requirements) Applicable?

☐

Section 20.10 (Commercial)

Specific Type of Commercial & Applicable Code Section: \_\_\_\_\_

☐

Section 20.10.50 (Site Development Requirements) Applicable?

☐

Section 20.15 (Industrial)

Specific Type of Industrial & Applicable Code Section: \_\_\_\_\_

☐

Section 20.15.50 (Site Development Requirements) Applicable?

☐

Section 20.20 (Multiple Use)

Specific Type of Multiple Use & Applicable Code Section: \_\_\_\_\_

☐

Section 20.20.50 (Site Development Requirements) Applicable?

Comments: The written narrative must fully address all of the Site Development Requirements for the zone in which the development is proposed. The proposed New Activity at this

Site is a Conditional Use Pursuant to Section 20.05.15.2.B.5.

## City of Beaverton Pre-Application

### CHAPTER 30 (NON-CONFORMING USES):

Proposal subject to compliance to this chapter?

☐

Yes

☒

No

Comments:

### CHAPTER 40 (PERMITS & APPLICATIONS):

Facilities Review Committee review required?

☒

Yes

☐

No

Applicable Application Type(s):

Application Description	Code Reference	Application Type
1. <u>CONDITIONAL USE</u>	<input type="checkbox"/> Type 1	<input type="checkbox"/> Type 2 <input checked="" type="checkbox"/> Type 3 <input type="checkbox"/> Type 4
2. <u>DESIGN REVIEW TWO (IF APPLICABLE) *</u>	<input type="checkbox"/> Type 1 <input checked="" type="checkbox"/> Type 2	<input type="checkbox"/> Type 3 <input type="checkbox"/> Type 4
3. <u>TREE PLAN THREE (IF APPLICABLE) **</u>	<input type="checkbox"/> Type 1 <input type="checkbox"/> Type 2 <input checked="" type="checkbox"/> Type 3	<input type="checkbox"/> Type 4
4.	<input type="checkbox"/> Type 1 <input type="checkbox"/> Type 2 <input type="checkbox"/> Type 3	<input type="checkbox"/> Type 4
5.	<input type="checkbox"/> Type 1 <input type="checkbox"/> Type 2 <input type="checkbox"/> Type 3	<input type="checkbox"/> Type 4

Comments: Please be aware that if a written response to the Facilities Review Committee is required the technical criteria found in Development Code Section 40.03 (1-10) must be addressed. In addition, your application narrative will need to explain how and why the proposed application will meet the approval criteria for any and all applications.

Please note that each application must be packaged separately and can not be combined.

Approval criteria and development regulations in effect at the time an application is received will control.  
Approval criteria and development regulations are subject to change.

\* DESIGN REVIEW TWO is dependent upon whether the applicant proposes any revisions to the site that the applicant may propose.

\*\* Tree Plan Three - The site includes a significant tree grove. Any removal of trees requires mitigation pursuant to Section 60.60

**CHAPTER 60 (SPECIAL REGULATIONS):**

The following special requirements when checked are applicable to your development. You should consult these special requirements in the preparation of written and plan information for a formal application:

- |   |   |
|---|---|
| <input type="checkbox"/> Section 60.05 (Drive-Up Window Facilities)           | <input type="checkbox"/> Section 60.10 (Floodplain Regulations)                 |
| <input type="checkbox"/> Section 60.15 (Land Division Standards)              | <input type="checkbox"/> Section 60.20 (Mobile & Manufactured Home Regulations) |
| <input type="checkbox"/> Section 60.25 (Off-Street Loading)                   | <input checked="" type="checkbox"/> Section 60.30 (Off-Street Parking)          |
| <input type="checkbox"/> Section 60.35 (Planned Unit Development)             | <input type="checkbox"/> Section 60.40 (Sign Regulations)                       |
| <input type="checkbox"/> Section 60.45 (Solar Access Protection)              | <input checked="" type="checkbox"/> Section 60.50 (Special Use Regulations)     |
| <input checked="" type="checkbox"/> Section 60.55 (Transportation Facilities) | <input checked="" type="checkbox"/> Section 60.60 (Trees and Vegetation)        |
| <input checked="" type="checkbox"/> Section 60.65 (Utility Undergrounding)    |   |

Comments:

*60.50 includes a 30-Foot  
SETBACK TO SIDE AND REAR  
Property line that abut  
Residential zones.*

Site Development Engineering and Transportation Engineering Comments if available are attached to this report.

Jim Duggan P.E. is responsible for Site Development Engineering Comments. Jim can be reached at 503-2442.

Donald Gustafson, Sr. Planner, is responsible for Transportation Planning/Engineering Comments. Donald can be reached at 503-350-4057.

**OTHER DEPARTMENT/AGENCY CONTACTS:**

Your project may require review by other City departments and outside agencies. Please plan to contact the following staff persons at the City of Beaverton or other agencies when their name is checked. In some instances, some or all of these staff persons may submit written comments for the pre-application conference. These comments may be discussed at the pre-application conference and will be attached to this summary:



Clean Water Services

The Clean Water Services (CWS) is the agency that regulates sanitary and storm water within Washington County and the City of Beaverton. CWS has adopted a Resolution & Order (R&O 00-007) that requires an applicant who is proposing development to obtain a site assessment "SERVICE PROVIDER LETTER" from CWS. Pursuant to Development Code Section 50.10 the applicant is required to submit the CWS service provider letter in order for their application to be deemed complete. For more information regarding "Service Provider Letters" contact Ms. Heidi Berg, Site Assessment Coordinator, at (503) 846-3613 or [Bergh@cleanwaterservices.org](mailto:Bergh@cleanwaterservices.org).

Please note that Facilities Review Committee could not make a positive recommendation towards this proposal without this letter.

☐

Written Comments Attached



John Dalby, Tualatin Valley Fire & Rescue

☐

Written Comments Attached



Steve Brennen, Operations, City of Beaverton  
(503) 526-2200 /[sbrennen@ci.beaverton.or.us](mailto:sbrennen@ci.beaverton.or.us)

☐

Written Comments Attached

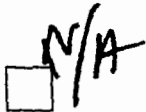


Kathy Gaona, Finance Department, City of Beaverton\*\*  
(503) 526-2268/[kgaona@ci.beaverton.or.us](mailto:kgaona@ci.beaverton.or.us)

☐

Written Comments Attached

(\*\*Contact to determine if there are any liens/assessments on the property that could affect development)



Mara Danielson, Oregon Department of Transportation

☐

Written Comments Attached

KEY ISSUES/CONSIDERATIONS:

Staff has identified the following key development issues, or design consideration or procedural issues that you should be aware of as you prepare your formal application for submittal. The identification of these issues or considerations here does not preclude the future identification of other key issues or considerations:

1. The applicant is required to include a Transportation Impact Analysis (T.I.A). The T.I.A. will need to discuss all uses and all hours associated with those uses.
2. The applicant will need to provide a parking analysis for all uses include the proposed school.
3. The applicant should illustrate how student drop-off will be completed.

**Board of Design Review Standard Conditions of Approval:**

The following Board of Design Review Standard Conditions of Approval are reprinted here for Design Review Applications only . The following are the Board of Design Review standard conditions of approval, which are not identified within the code, but may be adopted by the Board for any proposal:

1. All site development and landscaping shall be carried out in accordance with the approved plan marked "Exhibit A", as approved by the Planning Director. (On file at City Hall).
2. All construction shall be carried out in accordance with the color and materials board marked "Exhibit B", as approved by the Planning Director. (On file at City Hall).
3. All construction shall be carried out in accordance with the elevations and plans marked "Exhibit C", as approved by the Planning Director. (On file at City Hall).
4. All landscaping required and approved by the Board for commercial and industrial projects shall be installed prior to issuance of occupancy permits unless security equal to 110 percent of the cost of the landscaping is filed with the City assuring such installation within six months of occupancy. All security bonds submitted must itemize major items in terms of cost.
5. Height and screening shall be emphasized through the planting of deciduous trees. These trees shall have straight trunks, be fully branched, have a minimum caliper of 1 ¼ inches and a minimum height of 8 feet at the time of planting. Deciduous trees can be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked.
6. Evergreen trees must be balled and burlapped or in suitable containers in which the tree has grown for one year. The ball of each tree shall be firm and the burlap sound; no loose ball or made ball will be accepted. Each tree shall be a minimum of 6 feet in height, fully branched, and adequately staked at the time of planting.
7. Ground cover plantings shall be planted on a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4-inch size container or a 2 ¼ inch container if planted 18 inches on center.
8. Shrubs shall be supplied in one-gallon containers or 8-inch burlap balls with a minimum spread of 12 to 15 inches.
9. The installation of an approved irrigation system shall be required to ensure the longevity of all landscaping. Further, landscaping shall be maintained by weeding, pruning, and replacing as necessary.

10. All mechanical equipment, vents, and utility meters shall be screened from public view and made an integral part of the structure.
11. The site shall be kept clean at all times and all trash shall be stored within the building or within the exterior opaque enclosures and be gated. The design and materials of the trash enclosures shall be compatible with the subject development and shall be a minimum of 6 feet in height.
12. All exterior lighting shall have cut-off fixtures so no glare is emitted beyond the property line or into the public right-of-way.
13. Landscaping shall be provided within areas designated for parking in accordance with the following provisions:

All off-street parking and maneuvering areas shall be screened from the public right-of-way or surrounding property by evergreen and/or deciduous plant material with a minimum height of 30 to 36 inches.

If landscaped parking areas include landscaped berms, decorative walls, or raised planters which effectively screen the parking lot areas from view, the evergreen and/or deciduous plant materials measuring a minimum of 30 to 36 inches will not be required.

A planter island for approximately every 12 spaces in the parking lot shall be landscaped and be a minimum of 8 feet wide by one parking stall.
14. The installation and location of all mailboxes shall be incorporated and made an integral part of any proposal.
15. No A-frame signs or other incidental signs, price signs, "open" or "closed" signs, flags or banners, or special product advertising shall be erected on a permanent or temporary basis. No window signs in excess of 20 percent of the window area are permitted at any time.
16. In landscape areas to be planted in grass, sod shall be placed from October 1 to May 1. Grass seed shall be an option at other times of the year.



## CITY OF BEAVERTON

Engineering Department  
Transportation Planning Division  
4755 SW Griffith Drive  
PO Box 4755  
Beaverton, OR 97076  
Tel: (503) 526-3726  
Fax: (503) 526-4052  
www.ci.beaverton.or.us

# PRE-APPLICATION CONFERENCE MEETING SUMMARY Transportation Issues

PRE-APPLICATION CONFERENCE NUMBER PA2003-0012 DATE 02-12-03  
SW Hills Baptist Church

Prepared by Don Gustafson  
503.350.4057 or dgustafson@ci.beaverton.or.us

GENERAL NOTES: Applicant is to provide an analysis of parking supply and demand for existing and new parking needs.

To be  
submitted  
with  
application  
for work as  
proposed:

☐ Dedicate Public Street Right of Way on the \_\_\_\_\_ side of \_\_\_\_\_ to the following standard: (Development Code Sec 60.55.30.1)

☐ Arterial Street ☐ Collector Street ☐ Neighborhood Route ☐ Local Residential Street

☐ Construct improvements on the \_\_\_\_\_ side of \_\_\_\_\_ to the following standard: (Development Code Sec 60.55.30.1)

☐ Arterial Street ☐ Collector Street ☐ Neighborhood Route ☐ Local Residential Street

☒ The proposed development will generate traffic (vehicle trips per day) in excess of the minimum threshold requirement for a **Traffic Impact Analysis**, therefore a Traffic Impact Analysis will be required to be submitted (Development Code 60.55.10.7). The traffic impact analysis is to identify methods of mitigating on-site and off-site deficiencies reasonably related to the impacts of the proposed development and by phases of the development and make recommendations for improvements necessary for safe and efficient traffic flow and bicycle, pedestrian, and transit movement and access. The traffic impact analysis shall discuss whether the recommended improvements, both on-site and off-site, are justified, reasonably related to, and roughly proportional to the impacts of the proposed development. The study must be signed by a professional engineer, submitted and accepted by City staff before application will be considered complete. Discuss the scope of the study with transportation staff of the city prior to report preparation.

☒ The applicant shall provide secure bicycle parking to accommodate customers, employees, and/or residents, per Development Code Section 60.55.65.4. Indicate location of bicycle parking on site plan. Provide short-term and long-term bicycle parking in the amount specified in Section 60.30.10.5 of the Development Code.

☒ Provide pedestrian walkways through the parking areas and from the building and parking areas to the street. Pedestrian walkways within the parking lot shall be differentiated from parking areas and circulation aisles by grade, different paving material, landscaping or other similar method and be constructed at a minimum width of 4-feet, unobstructed (Development Code 60.55.70.2E).

- ☒ The proposed parking areas are to be designed to provide parking circulation and dimensions that meet City of Beaverton design requirements (Development Code 60.30.15 & 60.30.20). Two-way driveway aisles shall be a minimum of 24 feet wide (Engineering Design Manual and Standards Drawing 210.17).
- ☒ Walkways bordering perpendicular parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway (Development Code 60.55.70.2E).
- ☒ Where appropriate bumper overhang area is provided, parking stall depth may be reduced. See Development Code 60.30.15.6.
- ☒ Traffic Impact Fee (TIF) will be due for this development at issuance of building permits. This fee is based on the Washington County Traffic Impact Fee ordinance. For more information regarding TIF contact Don Gustafson at 503-350-4057.
- ☒ For potential exceptions to the vehicle parking standards see Development Code 60.30.10.11.
- ☐ Comments from Tri-Met are important to the City's decision and will be considered prior to facilities review approval (Development Code 60.55.60.1). Any required improvements shall be reviewed and approved by staff prior to issuance of site development permit. Contact Ben Baldwin, Tri-Met Project Planner, at 962-2140 to determine whether Tri-Met will require any improvements. **Applicant to provide a letter from Tri-Met as part of application** indicating what, if any, improvements Tri-Met requires.

**Agencies  
to be  
contacted  
for review:**

☐ **WASHINGTON COUNTY**

The sites frontage on \_\_\_\_\_ may require a Washington County Facility Permit for work within County right of way and/or permits for Access Spacing, Sight Distance and Traffic Safety Review. Contact Phil Healey at 503-846-3842 for information.

- ☐ Please contact Washington County before preparing the Traffic Analysis to review the scope of work.

☐ **OREGON D.O.T. (Sylvan Office)**

The sites frontage on \_\_\_\_\_ may require an ODOT permit for work within State right of way, for access or construction access. Contact: Sam Hunaidi at 503.229.5002.

- ☐ Please contact ODOT to review the scope of work before preparing Traffic Analysis.



## PRE APPLICATION CONFERENCE ATTENDANCE

PRE APP NO: PA2003-0012 DATE: 2/12/2003

PRE APP NAME: SW HILLS BAPTIST CHURCH PRIVATE SCHOOL

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
<u>Colin Coogan</u>	<u>Cof B</u>	<u>503.526.2425</u>
<u>Ken Gustafson</u>	<u>Cof B Eng.</u>	<u>503.350-4057</u>
<u>Duane Bonner</u>	<u>S.W.Hills BAPTIST</u>	<u>503-524-4989</u>
<u>Don Ingber</u>	<u>SW Hills Baptist</u>	<u>503-244-2159</u>
<u>Rick Elzinga</u>	<u>SW Hills Bapt.</u>	<u>503-524-8686</u>
<u>John Dylby</u>	<u>TJFCR</u>	<u>503-356-4700</u>

# SOUTH WEST HILLS

Baptist Church

Exhibit P.3.4

9100 SW 135<sup>th</sup> Avenue  
Beaverton, OR 97008-7570  
503-524-8686  
[www.southwesthills.org](http://www.southwesthills.org)  
[office@southwesthills.org](mailto:office@southwesthills.org)

July 22, 2003

RE: Proposed Conditional Use Permit Change At Southwest Hills Baptist Church,  
9100 SW 135<sup>th</sup> Avenue, Beaverton, OR 97008-7570

Dear NAC Representative / Resident:

I am writing to notify you of a proposed conditional use change at Southwest Hills Baptist Church. The property on the corner of 135<sup>th</sup> and Brockman has been operating as a church under the current conditional use permit (20/81/276/282) since July, 1981. We are now proposing to expand the conditional use to include a Christian School for up to 250 kindergarten through grade twelve students. The school will operate during the week during regular school hours and use the buildings on occasional evenings or weekends. Our plan is to open the school in the 2004 school year.

No changes will be made to the property to accommodate the proposed school, except those changes required by law to meet code requirements. We are not planning to add new buildings or make any other land use changes. We are only seeking to add to our existing permit the new usage to occupy the existing facilities as a school.

We are working with the city of Beaverton to meet all code requirements, and believe our buildings to be safe and adequate to operate as a school. We would like to discuss this proposal in more detail with members of the Neighborhood Associations and surrounding property owners and residents. Therefore, you are cordially invited to attend a meeting on:

Monday, August 18<sup>th</sup>, 2003  
Southwest Hills Baptist Church  
9100 SW 135<sup>th</sup> Avenue, Beaverton, OR 97008-7570  
7:00 PM

Please note that this will be an informational meeting on our proposed plans. This meeting is not intended to take the place of a public hearing before the Planning Commission or Board of Design Review. You will have an opportunity to present testimony to these bodies when an application is submitted to the City.

I look forward to seeing you at the meeting and hearing your thoughts on the proposal.

Sincerely,

David L Farquhar  
Chairman of the School Planning Board

Enclosure: Map Location

*"Raising up and sending out multitudes of servant-leaders..."*

# Neighborhood Meeting Mail List

OWNERFIRST	OWNERLAST	MAILADDRES	MAILCITY	M/MAILZ MAILPLUS4
SMITH RALPH & SUE		13795 SW Martingale Ct	Beaverton	OF 97008 7218
Donald F Tr	Slaybaugh	9400 SW 130th Ave	Beaverton	OF 97008 7739
Raphael	Toner	9405 SW 130th Ave	Beaverton	OF 97008 7727
Christi L	Crays	8605 SW 133rd Ave	Beaverton	OF 97008 7258
Julie	Alajeel	8607 SW 133rd Ave	Beaverton	OF 97008 7258
Elaine M	Bailey	8615 SW 133rd Ave	Beaverton	OF 97008 7258
Sandra Kay	Bradley	10412 SE 12th Cir	Vancouver	W/ 98664 4722
Richard A & Annette	Provancher	11555 SW Shoreview Pl	Tigard	OF 97223 7873
Emily S	Liu	8640 SW 133rd Ave	Beaverton	OF 97008 7257
Mark E & Victoria	Davis	8650 SW 133rd Ave	Beaverton	OF 97008 7257
Peter A & Patricia E	Kusyk	PO Box 407	Wilsonville	OF 97070 0407
Dennis H	Tachibana	4016 SW Seymour Ct	Portland	OF 97221 3615
David G	Larson	8770 SW 133rd Ave	Beaverton	OF 97008 7259
Edward E	Kitendaugh	8800 SW 135th Ave	Beaverton	OF 97008 7500
Nelson Y & Kathryn E	Tanabe	8880 SW 135th Ave	Beaverton	OF 97008 7500
MAHLER DELMAR J		8910 SW 135th Ave	Beaverton	OF 97008 7589
Ervin L & Gladys M	Waldrep	8940 SW 135th Ave	Beaverton	OF 97008 7589
Stanley G & Grace E	Holbrook	8970 SW 135th Ave	Beaverton	OF 97008 7589
SOUTHWEST HILLS BAPTIST CHURCH		9100 SW 135th Ave	Beaverton	OF 97008 7570
Joshua F	Cohn	9450 SW 135th Ave	Beaverton	OF 97008 7564
William T & Denise A	Turner Jr.	9480 SW 135th Ave	Beaverton	OF 97008 7564
Michael H	Deal	9510 SW 135th Ave	Beaverton	OF 97008 7582
Hunter A	Wylie	9540 SW 135th Ave	Beaverton	OF 97008 7582
Lully R	Selbee	14355 SW Arabian Dr	Beaverton	OF 97008 6776
Denny L & Tammy D	McIntyre	14365 SW Arabian Dr	Beaverton	OF 97008 6776
Fay Alan & Evelyn E	Wohl	14380 SW Arabian Dr	Beaverton	OF 97008 6775
Harold C & Lenora M	Ostby	8555 SW Bridletrail Ave	Beaverton	OF 97008 7250
Arthur V Patsy S	Manning	8575 SW Bridletrail Ave	Beaverton	OF 97008 7250
Sami & Mona	El-Tobgy	16757 SW Blackberry Ln	Beaverton	OF 97007 6482
Hans J	Kaplick	8605 SW Bridletrail Ave	Beaverton	OF 97008 7248
Larry W	Price	353 NW Maywood Dr	Portland	OF 97210 3333
John Robert	Barr	8635 SW Bridletrail Ave	Beaverton	OF 97008 7248
Bruce E	Reddick	8655 SW Bridletrail Ave	Beaverton	OF 97008 7248
Philip A	Brown	8660 SW Bridletrail Ave	Beaverton	OF 97008 7247

Robert D	Campbell	8675 SW Bridletrail Ave	Beaverton	OF 97008 7248
Thomas G	Wiggers	8690 SW Bridletrail Ave	Beaverton	OF 97008 7247
Robert G & Shirley J	Ashby	8695 SW Bridletrail Ave	Beaverton	OF 97008 7248
Kristen F	Huttenmiller	8720 SW Bridletrail Ave	Beaverton	OF 97008 7245
Chris & Nancy	Pulone	8725 SW Bridletrail Ave	Beaverton	OF 97008 7246
David T & Jennifer L	Larmer	8740 SW Bridletrail Ave	Beaverton	OF 97008 7245
Robert E & Karolyne V	Waye	8750 SW Bridletrail Ave	Beaverton	OF 97008 7245
Erin M	Sunahara	8755 SW Bridletrail Ave	Beaverton	OF 97008 7246
Molly A & Ronald P	Jabor	8760 SW Bridletrail Ave	Beaverton	OF 97008 7245
Donald A Gloria J	Place	8775 SW Bridletrail Ave	Beaverton	OF 97008 7246
Terrence M & Hallie P	Stones	8790 SW Bridletrail Ave	Beaverton	OF 97008 7245
Kenneth D	Messinger Jr.	8795 SW Bridletrail Ave	Beaverton	OF 97008 7246
Eric & Teresa	Stone Jr.	8855 SW Bridletrail Ave	Beaverton	OF 97008 7294
Daniel R	Barch	8885 SW Bridletrail Ave	Beaverton	OF 97008 7244
Daniel J	McComish	8925 SW Bridletrail Ave	Beaverton	OF 97008 7254
Norman M & Lori S	Wells Jr.	8955 SW Bridletrail Ave	Beaverton	OF 97008 7254
Mark J & Bridget A	Hogard	8985 SW Bridletrail Ave	Beaverton	OF 97008 7254
BEAVERTON SCHOOL DISTRICT #48		16550 SW Merlo Rd	Beaverton	OF 97006 5152
Steven P & Shannon I	Flavell	9225 SW Buckskin Ter	Beaverton	OF 97008 7587
Robert D Ann K	Gray	9280 SW Buckskin Ter	Beaverton	OF 97008 7586
Jesse O	Lowman	9305 SW Buckskin Ter	Beaverton	OF 97008 7562
Steven R	Bergman	9335 SW Buckskin Ter	Beaverton	OF 97008 7562
Sylvie J	Orsini	9365 SW Buckskin Ter	Beaverton	OF 97008 7562
Suresh P	Shandil	9395 SW Buckskin Ter	Beaverton	OF 97008 7562
Eike L	Johnson	9415 SW Buckskin Ter	Beaverton	OF 97008 7560
David C	Senft	9430 SW Buckskin Ter	Beaverton	OF 97008 7559
Teresa L	Sargent	9445 SW Buckskin Ter	Beaverton	OF 97008 7560
Michael G & Carol L	Cortez	9470 SW Buckskin Ter	Beaverton	OF 97008 7559
Walter L & Jessie B	McCoy	9485 SW Buckskin Ter	Beaverton	OF 97008 7560
Christopher Brent	Kelly	9500 SW Buckskin Ter	Beaverton	OF 97008 7561
David A & Nancy E	Scheele	9515 SW Buckskin Ter	Beaverton	OF 97008 7558
Howard I	Gandler	13330 SW Canter Ct	Beaverton	OF 97008 7659
Neil D	Stellingwerf	4755 SW Griffin Dr	Beaverton	OF 97006
Robert J & Joan K	Morast	8930 SW Capriole Pl	Beaverton	OF 97008 7583
Janice M	Hattenhauer	8935 SW Capriole Pl	Beaverton	OF 97008 7583
Kent & Tonya	Laird	8945 SW Capriole Pl	Beaverton	OF 97008 7583
Carlin S	Irish	8950 SW Capriole Pl	Beaverton	OF 97008 7583

Bruce A & Sara S	Winterfeld	8980 SW Capriole Pl	Beaverton	OF 97008 7583
Rodney K & Rhonda G	Whetsell Jr.	8985 SW Capriole Pl	Beaverton	OF 97008 7583
Brian R	Castellanos	9265 SW Carriage Way	Beaverton	OF 97008 7548
Lorena K	Dreyer	9290 SW Carriage Way	Beaverton	OF 97008 7547
Alan & Jill	Yoder	9295 SW Carriage Way	Beaverton	OF 97008 7548
Pat W	Muldoon Jr.	9330 SW Carriage Way	Beaverton	OF 97008 7545
Daniel C	Mogck	9335 SW Carriage Way	Beaverton	OF 97008 7546
Loren E Nancy L	Spohn	9360 SW Carriage Way	Beaverton	OF 97008 7545
Jeffrey Calvin & Julie Fra	Dale	9365 SW Carriage Way	Beaverton	OF 97008 7546
Jack O	Gosser	9395 SW Carriage Way	Beaverton	OF 97008 7546
Sandra A	Merrick	9400 SW Carriage Way	Beaverton	OF 97008 7543
Frank L & Beverly A	Fredregill	9405 SW Carriage Way	Beaverton	OF 97008 7544
Gabriel P & Ana M	Kalmanek	9430 SW Carriage Way	Beaverton	OF 97008 7543
Mark A	Posey	9465 SW Carriage Way	Beaverton	OF 97008 7544
Lori Ann & Neal	Kushiyama	9490 SW Carriage Way	Beaverton	OF 97008 7543
Donald M	Ludwig	9500 SW Carriage Way	Beaverton	OF 97008 7541
BEUSCH JAMES W		9510 SW Carriage Way	Beaverton	OF 97008 7541
John W	Gardiner	9530 SW Carriage Way	Beaverton	OF 97008 7541
Philip R & Norma	Gambrel	9555 SW Carriage Way	Beaverton	OF 97008 7542
Patricia G	Neesham	9560 SW Carriage Way	Beaverton	OF 97008 7541
Vincent P	Manipon	9590 SW Carriage Way	Beaverton	OF 97008 7541
Eric W & Shannon M	Tohlen	9605 SW Carriage Way	Beaverton	OF 97008 7540
Todd & Lisa	Gangelhoff	9620 SW Carriage Way	Beaverton	OF 97008 7539
Ronald R	Baderman	9630 SW Carriage Way	Beaverton	OF 97008 7539
Steven J & Kim T	Griffiths	9635 SW Carriage Way	Beaverton	OF 97008 7540
Jon K & Cipriana L	Kesinger	9640 SW Carriage Way	Beaverton	OF 97008 7539
William A & Laura R	Powers	9660 SW Carriage Way	Beaverton	OF 97008 7539
Timothy R & Sonya C	Walker	9665 SW Carriage Way	Beaverton	OF 97008 7540
Gary L Sandra E	Winfrey	9680 SW Carriage Way	Beaverton	OF 97008 7539
Remedios C	Saqueton	12142 SE Mount Scott Blvd	Portland	OF 97266 6941
Jack L & Frances M	Miller	9725 SW Carriage Way	Beaverton	OF 97008 7538
Mathew D	Peckinpah	9735 SW Carriage Way	Beaverton	OF 97008 7538
Walter L	Ziegler	13120 SW Cavalier Ct	Beaverton	OF 97008 7656
John & Karen J	Clark	13125 SW Cavalier Ct	Beaverton	OF 97008 7656
Scott A & Dana C	McPherson	13155 SW Cavalier Ct	Beaverton	OF 97008 7656
Wayne S & Peggy A	Harvey	13175 SW Cavalier Ct	Beaverton	OF 97008 7656
Carolyn O	Moore	12680 SW Walnut St	Tigard	OF 97223 1705

Cory Dean	Roth	13250 SW Cavalier Ct	Beaverton	OF 97008 7653
Kenneth L	Hall	13255 SW Cavalier Ct	Beaverton	OF 97008 7654
SALVATION ARMY THE		1785 NE Sandy Blvd	Portland	OF 97232 2850
Michael J & Tracy A	Speck Jr.	13520 SW Chariot Ct	Beaverton	OF 97008 7535
Bruce & Marcia	Bogert	13535 SW Chariot Ct	Beaverton	OF 97008 7536
GOLDEN O M MARGARET A		13570 SW Chariot Ct	Beaverton	OF 97008 7535
Gregory S	Whittle	13575 SW Chariot Ct	Beaverton	OF 97008 7536
Ron P & Michelle M	Thoman	13610 SW Chariot Ct	Beaverton	OF 97008 7533
Gary Leroy	Garboden	13625 SW Chariot Ct	Beaverton	OF 97008 7534
Brian P & Linda B	Sheets	13670 SW Chariot Ct	Beaverton	OF 97008 7533
Mark G & Jacquelyn	Hyde	13675 SW Chariot Ct	Beaverton	OF 97008 7534
Marc & Shellie	Sheehan	13520 SW Coach Ct	Beaverton	OF 97008 7531
Carmen C	Failla	13525 SW Coach Ct	Beaverton	OF 97008 7532
Stephen L & Gail M	Peake	13560 SW Coach Ct	Beaverton	OF 97008 7531
Pamela	Allen	13565 SW Coach Ct	Beaverton	OF 97008 7532
Sherman Aaron & Jayne M	Meyer	13595 SW Coach Ct	Beaverton	OF 97008 7532
James A & Anne M	Story	8615 SW Cortez Ct	Beaverton	OF 97008 7272
David S & Judy R	Long	8620 SW Cortez Ct	Beaverton	OF 97008 7272
Geoffrey M & Leslie M	Boice	8635 SW Cortez Ct	Beaverton	OF 97008 7272
Aaron & Charlotte L	Sugarman	8640 SW Cortez Ct	Beaverton	OF 97008 7272
George F	Ciampa	91 Catspaw Cpe	Coronado	CA 92118 3221
Takashi	Matsunaga	5335 SW Meadows Rd #366	Lake Oswego	OF 97035 3114
Eric Herman	Johansen	8675 SW Cortez Ct	Beaverton	OF 97008 7272
Michael John	Dalthorp	8680 SW Cortez Ct	Beaverton	OF 97008 7272
Julie E	Gorman	8695 SW Cortez Ct	Beaverton	OF 97008 7272
Terrence K & Ruth A	Griffin	8200 SW Cortez Ct	Beaverton	OF 97005
Eric N	Parker	4130 SW 117th Ave	Beaverton	OF 97005 5606
Moses D & Judy L	Hernandez	8765 SW Cortez Ct	Beaverton	OF 97008 7285
Niranjan & Priya	Chitale	8785 SW Cortez Ct	Beaverton	OF 97008 7285
Donald F	Kirby	8790 SW Cortez Ct	Beaverton	OF 97008 7273
Gerald C Joan E	Elder	8510 SW Davies Rd	Beaverton	OF 97008 6840
Alice S	Markwalder	8520 SW Davies Rd	Beaverton	OF 97008 6840
Richard J & Carrie	McMahon	8525 SW Davies Rd	Beaverton	OF 97008 6893
William	Hood	8550 SW Davies Rd	Beaverton	OF 97008 6840
Eliot K	Rogers	8570 SW Davies Rd	Beaverton	OF 97008 6840
Melva Lynn & Arthur A	Manning	8600 SW Davies Rd	Beaverton	OF 97008 6839
Robin J	Cather	8610 SW Davies Rd #8	Beaverton	OF 97008 6839

Edward J	Woodison	8660 SW Davies Rd	Beaverton	OF 97008 6839
Paula S	Johnson	8670 SW Davies Rd	Beaverton	OF 97008 6839
Wayne A	Krietz	8675 SW Davies Rd	Beaverton	OF 97008 6861
Donna L	Iwamoto	8680 SW Davies Rd	Beaverton	OF 97008 6839
Marx & Nadine	Albright	8690 SW Davies Rd	Beaverton	OF 97008 6839
Susan D & Marvin W	Axtell	8695 SW Davies Rd	Beaverton	OF 97008 6861
Maybell L	Hardebeck	8700 SW Davies Rd	Beaverton	OF 97008 6838
Dennis M	Major-Mcdowall	8725 SW Davies Rd	Beaverton	OF 97008 6860
Vatcharee	Zghoul	8735 SW Davies Rd	Beaverton	OF 97008 6860
WILLOUGHBY JACQUETTA V		6610 SW Virginia Ave	Portland	OF 97239 3506
Theron William	Jacobs	8865 SW Davies Rd	Beaverton	OF 97008 6859
Fedor	Manka	3115 SW Stephenson St	Portland	OF 97219 8234
Robert J	Crandall III	9065 SW Davies Rd	Beaverton	OF 97008 6700
Scott H	Thompson	9075 SW Davies Rd	Beaverton	OF 97008 6700
Phyllis A	Gress	9085 SW Davies Rd	Beaverton	OF 97008 6700
Michael W	Lukens	9095 SW Davies Rd	Beaverton	OF 97008 6700
Jeffrey Michael	Bonds	9105 SW Davies Rd	Beaverton	OF 97008 6788
Steven A & Nancy L	Labonte	9115 SW Davies Rd	Beaverton	OF 97008 6788
Barbara A	Berger	6625 SW Preslynn Dr	Portland	OF 97225 2633
Michael J	West	9135 SW Davies Rd	Beaverton	OF 97008 6789
Ruth Tr	Ward	9145 SW Davies Rd	Beaverton	OF 97008 6789
Sharon M & Barrie W	Batchelor	9155 SW Davies Rd	Beaverton	OF 97008 6789
Jill N	Ho	9201 SW Davies Rd	Beaverton	OF 97008 6790
Sik Shan & Sau King	Lam	9207 SW Davies Rd	Beaverton	OF 97008 6790
Diane L	Redfield	PO Box 1785	Beaverton	OF 97075 1785
Michael & Paula	McVay	3780 SW Minter Bridge Rd	Hillsboro	OF 97123 9221
Margaret A	Butler	9223 SW Davies Rd	Beaverton	OF 97008 6791
Brian J	Paladichuck	9227 SW Davies Rd	Beaverton	OF 97008 6791
Billie R	Columbo	13103 SE Angus St	Vancouver	W/ 98683 6581
Jack E & Abigail H	Hill	9237 SW Davies Rd	Beaverton	OF 97008 6791
Susan A	Loebe	9247 SW Davies Rd	Beaverton	OF 97008 6791
Kosta E & Laura J	Tsaknaridis	9253 SW Davies Rd	Beaverton	OF 97008 6791
Bruce A & Glenda L	Peters	9265 SW Davies Rd	Beaverton	OF 97008 6768
Georgia C	Brown	9300 SW Davies Rd	Beaverton	OF 97008 6765
Mark M & Aurora	Buturuga	9320 SW Davies Rd	Beaverton	OF 97008 6765
Anthony Richard	Schmidt	9350 SW Davies Rd	Beaverton	OF 97008 6765
Mark L & Maura A	Hashiguchi	9355 SW Davies Rd	Beaverton	OF 97008 6766

Robert J & Donna A	Morrison	9390 SW Davies Rd	Beaverton	OF 97008 6765
Farid & Lisa B	Yamin	9575 SW Davies Rd	Beaverton	OF 97008 6762
Peter & Mary	Lefebvre	9610 SW Davies Rd	Beaverton	OF 97008 6759
William	Gunnari	1140 NE Morning Sun Ln	Hillsboro	OF 97124 1369
David C	Dishman	13315 SW Gallop Ct	Beaverton	OF 97008 7283
ROSENBERG LORRAINE		13310 SW Gallop Ct	Beaverton	OF 97008 7282
Grace M	Clark	13318 SW Gallop Ct	Beaverton	OF 97008 7282
Linda	Walker	13320 SW Gallop Ct	Beaverton	OF 97008 7282
Steven P & Karen A	Schmidt	13328 SW Gallop Ct	Beaverton	OF 97008 7282
John H & Young S	Lee	13330 SW Gallop Ct	Beaverton	OF 97008 7282
Jack	Posner	19550 Montauk Dr	Saratoga	CA 95070 5527
Julie Ann	Jordan	13338 SW Gallop Ct	Beaverton	OF 97008 7282
Kay Marjorie	Dargan	13340 SW Gallop Ct	Beaverton	OF 97008 7282
Lynne Mitchell	Gjovik	13348 SW Gallop Ct	Beaverton	OF 97008 7282
Ralph L	Puncochar	PO Box 1566	Beaverton	OF 97075 1566
Michael	Krygowski	13355 SW Gallop Ct	Beaverton	OF 97008 7283
Ralph L	Puncochar	PO Box 1566	Beaverton	OF 97075 1566
John D & Joan A	Millott	13360 SW Gallop Ct	Beaverton	OF 97008 7282
Patricia J	Delano	13368 SW Gallop Ct	Beaverton	OF 97008 7282
Linda B & Mark C	Forker	13400 SW Gallop Ct	Beaverton	OF 97008 7284
Patricia L & Rodney C	Baird	13405 SW Gallop Ct	Beaverton	OF 97008 7284
Steven A	Baarstad	13408 SW Gallop Ct	Beaverton	OF 97008 7284
James M & Sheila L	Hesla	13425 SW Gallop Ct	Beaverton	OF 97008 7284
John G & Laura D	Freeman	13445 SW Gallop Ct	Beaverton	OF 97008 7284
John	Dierks	9550 SW Hialeah Dr	Beaverton	OF 97008 7649
Dennis R & Carolyn L	McGary	9565 SW Hialeah Dr	Beaverton	OF 97008 7650
Shelley L	Hall	3260 NW 112th Pl	Portland	OF 97229 4047
Larry D	Kunkler	9590 SW Hialeah Dr	Beaverton	OF 97008 7649
Mark E & Edita Trs	Boguslawski	9610 SW Hialeah Dr	Beaverton	OF 97008 7647
Doyle A & Colleen M	Nickless	9630 SW Hialeah Dr	Beaverton	OF 97008 7647
Chris Z	Ahmadi	13720 SW Martingale Ct	Beaverton	OF 97008 7219
SHIPMAN C E		13750 SW Martingale Ct	Beaverton	OF 97008 7219
Thomas F & Laurie M	O'Brien	13775 SW Martingale Ct	Beaverton	OF 97008 7218
Ginger R	Robbins	13780 SW Martingale Ct	Beaverton	OF 97008 7219
LROY JUDITH A		13815 SW Martingale Ct	Beaverton	OF 97008 7216
William R Debra	Mills	13820 SW Martingale Ct	Beaverton	OF 97008 7217
Sandra I & Steven L	Ahl	13845 SW Martingale Ct	Beaverton	OF 97008 7216

Raoul A & Deborah J	Pytosky	13850 SW Martingale Ct	Beaverton	OF 97008 7217
Mary Jeannette	Stephens	13860 SW Martingale Ct	Beaverton	OF 97008 7217
John T & Peggy R	Gardner	13865 SW Martingale Ct	Beaverton	OF 97008 7216
Norman	Peterson	13880 SW Martingale Ct	Beaverton	OF 97008 7217
William I Bong S	Tarr	13905 SW Martingale Ct	Beaverton	OF 97008 7215
Evelyne H	Pullen	14065 SW Martingale Ct	Beaverton	OF 97008 7470
Gerald A & Carla L	Thornhill	10470 SW Martingale Ct	Beaverton	OF 97005
Charles R	Carlson	14075 SW Martingale Ct	Beaverton	OF 97008 7470
Donald K	Lohrey	14080 SW Martingale Ct	Beaverton	OF 97008 7451
Wells I	Matthews	14085 SW Martingale Ct	Beaverton	OF 97008 7470
Todd T & Laura K	Inman	14090 SW Martingale Ct	Beaverton	OF 97008 7451
Steven D	Lacy	14135 SW Martingale Ct	Beaverton	OF 97008 7469
Brent A & Karen J	McCune	14145 SW Martingale Ct	Beaverton	OF 97008 7469
Robert K	Udziela	14150 SW Martingale Ct	Beaverton	OF 97008 7469
Arnold G & Ellen W	Lee	14155 SW Martingale Ct	Beaverton	OF 97008 7469
SORRENTO BLUFF LLC		1500 SW 1st Ave #1020	Portland	OF 97201 5882
Barton D	Johnson	8650 SW Maverick Ter	Beaverton	OF 97008 7454
James B & Kathleen M	Dorn	8660 SW Maverick Ter	Beaverton	OF 97008 7454
Steven Michael	Davies	8720 SW Maverick Ter	Beaverton	OF 97008 7456
S Joyce & Stewart L	Davis	8730 SW Maverick Ter	Beaverton	OF 97008 7456
Angel E & Maria A	Garcia	8810 SW Maverick Ter	Beaverton	OF 97008 7453
Kenneth M & Diane E	Weidkamp	8820 SW Maverick Ter	Beaverton	OF 97008 7453
ALBER ARLENE J		8830 SW Maverick Ter	Beaverton	OF 97008 7453
Bruce N T & Jill M	Peters	8840 SW Maverick Ter	Beaverton	OF 97008 7458
David	Greenbaum	8850 SW Maverick Ter	Beaverton	OF 97008 7458
Dale C & Sandra M	Kresge	11080 SW Allen Blvd #600	Beaverton	OF 97005 4764
Wan Jane	Chen	8870 SW Maverick Ter	Beaverton	OF 97008 7458
PARSIANI MAHNAZ		16146 SW Pebble Ct	Beaverton	OF 97007 6128
Richard E	Herr	8615 SW Monticello St	Beaverton	OF 97008 7277
Michael A & Beverly J	Taylor	8620 SW Monticello St	Beaverton	OF 97008 7276
Stephen W	Weirich	8625 SW Monticello St	Beaverton	OF 97008 7277
Stephen R	Anctil	8630 SW Monticello St	Beaverton	OF 97008 7276
James S	McElhinny	8635 SW Monticello St	Beaverton	OF 97008 7277
Paul B & Stephanie L	Wilcox	8645 SW Monticello St	Beaverton	OF 97008 7277
Robert E & Joyce A	Stockert	8760 SW Monticello St	Beaverton	OF 97008 7278
Christadelphians	Portland	19830 SW Gassner Rd	Aloha	OF 97007 9018
Jerry P Norma L	Golde	9440 SW New Forest Dr	Beaverton	OF 97008 7639

Gary J & Marian K	Geist	9445 SW New Forest Dr	Beaverton	OF 97008 7640
Wallace T	Do	14180 SW Stirrup St	Beaverton	OF 97008 7466
Christa L & Joseph A	Chung	9455 SW New Forest Dr	Beaverton	OF 97008 7640
Jon	Greenblatt	9460 SW New Forest Dr	Beaverton	OF 97008 7639
Derle O	Mork Sr.	PO Box 1822	Beaverton	OF 97075 1822
Robert H Karen S	Miller	9470 SW New Forest Dr	Beaverton	OF 97008 7639
Joseph A Norma	Davenport	9475 SW New Forest Dr	Beaverton	OF 97008 7640
Jay W & Laura D	Riverman	9480 SW New Forest Dr	Beaverton	OF 97008 7639
Eugene J	Balon	9485 SW New Forest Dr	Beaverton	OF 97008 7640
Wayne E Jean C	Loftin	9490 SW New Forest Dr	Beaverton	OF 97008 7639
Dennis W Lynn A	Boe	9496 SW New Forest Dr	Beaverton	OF 97008 7639
Kent August	Fredrickson	9500 SW New Forest Dr	Beaverton	OF 97008 7639
Laurena	Yok	9510 SW New Forest Dr	Beaverton	OF 97008 7637
Michael H & Susan B	Smith	9515 SW New Forest Dr	Beaverton	OF 97008 7638
Jon M & Robin	McDermott	9565 SW New Forest Dr	Beaverton	OF 97008 7638
Nader & Libertad R	Sabahi	9580 SW New Forest Dr	Beaverton	OF 97008 7636
Norma & Mark	Silliman	9585 SW New Forest Dr	Beaverton	OF 97008 7638
William J Cathy S	Redman	9600 SW New Forest Dr	Beaverton	OF 97008 7634
Srider	Nadarajah	9620 SW New Forest Dr	Beaverton	OF 97008 7634
Sami H & Mona	El-Tobgy	16757 SW Blackberry Ln	Beaverton	OF 97007 6482
Dennis L	Swift	9640 SW New Forest Dr	Beaverton	OF 97008 7634
Kevin Patrick & Barbar	McCarthy	9645 SW New Forest Dr	Beaverton	OF 97008 7635
Bruce E & Donna J	Bourget	1223 NE Thomas St	Hillsboro	OF 97124 1757
Carl J & Laura M	Snyder	14070 SW Paddock Ct	Beaverton	OF 97008 6764
William F & June A	Poling	14090 SW Paddock Ct	Beaverton	OF 97008 6764
David Gregory	Luna	14120 SW Paddock Ct	Beaverton	OF 97008 6769
Kelly C & Jill M	Bogle	14140 SW Paddock Ct	Beaverton	OF 97008 6769
Philip D & Donna J	Taylor	14145 SW Paddock Ct	Beaverton	OF 97008 6769
Chad A & Linda C	Cramer	9290 SW Palomino Pl	Beaverton	OF 97008 6795
William C	Thomas	9320 SW Palomino Pl	Beaverton	OF 97008 6752
Carl D & Heather M	Springer	9325 SW Palomino Pl	Beaverton	OF 97008 6752
Niles L & Jean E	Place	9360 SW Palomino Pl	Beaverton	OF 97008 6752
John Lindsey	Addis	9365 SW Palomino Pl	Beaverton	OF 97008 6752
Michael S & Marjorie A	Overton	9380 SW Palomino Pl	Beaverton	OF 97008 6752
Turner A & Lisa M	Zimmerman	9385 SW Palomino Pl	Beaverton	OF 97008 6752
Roman	Gugnyak	9420 SW Palomino Pl	Beaverton	OF 97008 6780
Linda O	Swanson	8840 SW Pelham Ct	Beaverton	OF 97008 7289

Lisa A & Peter J	Ness Jr.	8865 SW Pelham Ct	Beaverton	OF 97008 7289
Nicholas J	Hall	8870 SW Pelham Ct	Beaverton	OF 97008 7289
Carole A	Weir	8885 SW Pelham Ct	Beaverton	OF 97008 7289
Tracey	Branche-Yehia	8890 SW Pelham Ct	Beaverton	OF 97008 7289
Gerald R & Norma R	Ayers	9015 SW Pinto Ct	Beaverton	OF 97008 7683
Jeffrey D	Sherwin	9020 SW Pinto Ct	Beaverton	OF 97008 7683
Joan M	Korn	9045 SW Pinto Ct	Beaverton	OF 97008 7683
Jodi	Satchell	9050 SW Pinto Ct	Beaverton	OF 97008 7683
James D	Russell	9075 SW Pinto Ct	Beaverton	OF 97008 7683
Carla J	Tate	9080 SW Pinto Ct	Beaverton	OF 97008 7683
Michael P & Rebecca L	Broussard	9095 SW Pinto Ct	Beaverton	OF 97008 7683
Annelie	Struck	9110 SW Pinto Ct	Beaverton	OF 97008 7684
Donald O	Nelson	9125 SW Pinto Ct	Beaverton	OF 97008 7685
Richard L	Hurd	9145 SW Pinto Ct	Beaverton	OF 97008 7685
COLUMBIA BAPTIST CONFERENCE		9100 SW 135th Ave	Beaverton	OF 97008 7570
Floyd	Gerstenfeld	9350 SW Pinto Ter	Beaverton	OF 97008 7624
Duane R & Karen A	Alston	9355 SW Pinto Ter	Beaverton	OF 97008 7625
Gregory J	Phillips	9420 SW Pinto Ter	Beaverton	OF 97008 7622
Bruce P & Laura Perkins	Wright	9450 SW Pinto Ter	Beaverton	OF 97008 7622
Terry Jones	Woloschuk	13540 SW Pommel Ct	Beaverton	OF 97008 7230
Timothy James & Lorrie	Anderson	13545 SW Pommel Ct	Beaverton	OF 97008 7231
Joseph Z & Denise M	Nkemontoh	13550 SW Pommel Ct	Beaverton	OF 97008 7230
Anne Darling	Lewis	13555 SW Pommel Ct	Beaverton	OF 97008 7231
Shelley L	Hughes-Godfrey	13580 SW Pommel Ct	Beaverton	OF 97008 7230
John F	Crist	13585 SW Pommel Ct	Beaverton	OF 97008 7231
Travis L	Dodd	2490 Heyneman Holw	Fallbrook	CA 92028 3666
Thomas U	Rhodes	13625 SW Pommel Ct	Beaverton	OF 97008 7262
Jackie Ann & Bridget L	Ljustina	13650 SW Pommel Ct	Beaverton	OF 97008 7261
Michael J	Rogers	13655 SW Pommel Ct	Beaverton	OF 97008 7262
Carrie A	Niemiec	13670 SW Pommel Ct	Beaverton	OF 97008 7261
Susan M	Erickson	13675 SW Pommel Ct	Beaverton	OF 97008 7262
William Robert	McCabe III	9106 SW Pony Pl	Beaverton	OF 97008 6750
Heung Sik & Chang Sun	Choi	9110 SW Pony Pl	Beaverton	OF 97008 6750
Russell W	Erwin	9116 SW Pony Pl	Beaverton	OF 97008 6750
Charles M & Patricia	McMillen	9120 SW Pony Pl	Beaverton	OF 97008 6750
Clifford O	Rutan Jr.	9125 SW Pony Pl	Beaverton	OF 97008 6786
David A	Stockton	9165 SW Pony Pl	Beaverton	OF 97008 6786

Paul C	Wilgus	9225 SW Pony Pl	Beaverton	OF 97008 6751
Mark S & Mary E	Wendt	8837 SW Romal Ct	Beaverton	OF 97008 7290
D'leah & Joseph	Cruz	8844 SW Romal Ct	Beaverton	OF 97008 7290
Kim M	Picken	8878 SW Romal Ct	Beaverton	OF 97008 7290
James Michael	Phillipi	8883 SW Romal Ct	Beaverton	OF 97008 7290
Lynn M & Sandra A	Bingham	8892 SW Romal Ct	Beaverton	OF 97008 7290
Mark & Patricia	Swantek	9460 SW Saddle Dr	Beaverton	OF 97008 6748
Steven A & Pauline J	Tyson	13515 SW Singletree Dr	Beaverton	OF 97008 7517
MALMQUIST JUNE M		13530 SW Singletree Dr	Beaverton	OF 97008 7516
Howard P	Glidden	13565 SW Singletree Dr	Beaverton	OF 97008 7517
Mark R & Sally J	Bryn	13570 SW Singletree Dr	Beaverton	OF 97008 7516
Lisa	Carter	220 NE 199th Ave	Portland	OF 97230 8027
Robert L & Gloria	Barnum	13610 SW Singletree Dr	Beaverton	OF 97008 7514
Ty T & Marisa A	Garcia	13655 SW Singletree Dr	Beaverton	OF 97008 7515
Mario E	Leon	13685 SW Singletree Dr	Beaverton	OF 97008 7515
David L & Linda A	Rains	13705 SW Singletree Dr	Beaverton	OF 97008 7513
Kelly J & Janis	Benson	13720 SW Singletree Dr	Beaverton	OF 97008 7521
Darrell	Thiessen	13725 SW Singletree Dr	Beaverton	OF 97008 7513
Chris J	Oppenheim	13755 SW Singletree Dr	Beaverton	OF 97008 7513
Cory C & Susan M	Wallace	13805 SW Singletree Dr	Beaverton	OF 97008 7512
Christopher C & Andrea H	Sloan	13825 SW Singletree Dr	Beaverton	OF 97008 7512
Darell V	Amundson	13855 SW Singletree Dr	Beaverton	OF 97008 7512
David Snoddy	Allen	13875 SW Singletree Dr	Beaverton	OF 97008 7512
Margaret	Lawrence	14135 SW Wild Horse Way	Beaverton	OF 97008 6714
Paul Wm & Frances M	Fowler	13920 SW Singletree Dr	Beaverton	OF 97008 7509
Ted E & Sara C	Friedman	13925 SW Singletree Dr	Beaverton	OF 97008 7510
Marsha D & J T	Prada	13950 SW Singletree Dr	Beaverton	OF 97008 7509
Dennis D	Saylor	13955 SW Singletree Dr	Beaverton	OF 97008 7510
Mary P	Carter	13970 SW Singletree Dr	Beaverton	OF 97008 7509
Chester L	Harington Jr.	5863 Bay Point Dr	Lake Oswego	OF 97035 6786
Eugene C	Duff	9420 SW Stallion Ct	Beaverton	OF 97008 6763
John F	Wharton	9440 SW Stallion Ct	Beaverton	OF 97008 6763
Ernst & Kristol	Osswald	9480 SW Stallion Ct	Beaverton	OF 97008 6763
Stephen L	Thomas	9500 SW Stallion Ct	Beaverton	OF 97008 7588
Robert H & Jean R	Sneed	14020 SW Stallion Dr	Beaverton	OF 97008 6738
Romulo Rosa	Delapaz	4135 SW Brugger St	Portland	OF 97219 5288
Arnold F & Penny L	Schauffer	14060 SW Stallion Dr	Beaverton	OF 97008 6738

Chad S & Tamara J	Green	14065 SW Stallion Dr	Beaverton	OF 97008 6739
Richard S & Susan W	Dahlager	14080 SW Stallion Dr	Beaverton	OF 97008 6738
Fred & Karen Co-Trustee	Swanson	14085 SW Stallion Dr	Beaverton	OF 97008 6739
Gregg E & Lee Ann	Childs	14120 SW Stallion Dr	Beaverton	OF 97008 6736
Robert Eugene	Whitelock	14125 SW Stallion Dr	Beaverton	OF 97008 6737
Marla J	Bellis	14160 SW Stallion Dr	Beaverton	OF 97008 6736
David P & Deborah A	Jones	14165 SW Stallion Dr	Beaverton	OF 97008 6737
Donald J & Patricia R	Morey	14265 SW Stallion Dr	Beaverton	OF 97008 6735
Michael J	Aicher	14825 SW Stallion Dr	Beaverton	OF 97008
Gail	Anderson	14304 SW Stallion Dr	Beaverton	OF 97008 6732
Ferdinand F	Hellhake	14308 SW Stallion Dr	Beaverton	OF 97008 6732
Mark R & D Renee	Kliwer	14310 SW Stallion Dr	Beaverton	OF 97008 6732
John E Helen M	Laney	14315 SW Stallion Dr	Beaverton	OF 97008 6733
WILLIAMS JUANITA S		14320 SW Stallion Dr	Beaverton	OF 97008 6732
Michael	Jolley	14325 SW Stallion Dr	Beaverton	OF 97008 6733
Walter J & Anne D	Lang	14340 SW Stallion Dr	Beaverton	OF 97008 6732
Lawrence D	Gifford	14345 SW Stallion Dr	Beaverton	OF 97008 6733
Trong	Vu	6970 Bristol Dr	Berkeley	CA 94705 1705
Diane M & John E	Chamberlin	14385 SW Stallion Dr	Beaverton	OF 97008 6733
Debra A	Dille	13540 SW Stirrup Ct	Beaverton	OF 97008 7229
Arna L	Hubbard	13545 SW Stirrup Ct	Beaverton	OF 97008 7228
Marilyn Ina	Moss	13550 SW Stirrup Ct	Beaverton	OF 97008 7229
Kenneth F & Vickie	Sigler	13555 SW Stirrup Ct	Beaverton	OF 97008 7228
Kathy June	Marcott	13580 SW Stirrup Ct	Beaverton	OF 97008 7229
Christopher E	Bowles	13620 SW Stirrup Ct	Beaverton	OF 97008 7226
James W & Gloria J	Doherty	13625 SW Stirrup Ct	Beaverton	OF 97008 7227
Maria S	Sharp	5500 SW 180th Ave	Aloha	OF 97007 8655
Efat	Raeisidehkordi	13655 SW Stirrup Ct	Beaverton	OF 97008 7227
Christ	Stathakis	15027 SW Cyber Ct	Beaverton	OF 97006 5769
Robert G	Hubble	14045 SW Stirrup Pl	Beaverton	OF 97008 7464
Thomas R & B Elene	Minch	14155 SW Stirrup Pl	Beaverton	OF 97008 7465
Thomas K & Kathleen M	Burman	14165 SW Stirrup Pl	Beaverton	OF 97008 7465
Jeffrey B & Karen A	Bloom	14175 SW Stirrup Pl	Beaverton	OF 97008 7465
Michael R	McGalis	13750 SW Stirrup St	Beaverton	OF 97008 7224
Dale W & Rosemary	Russell	13755 SW Stirrup St	Beaverton	OF 97008 7225
John J	Simms	317 N Avalon Dr	Los Altos	CA 94022 2322
George E	Russell	13780 SW Stirrup St	Beaverton	OF 97008 7224

Thomas & Lou Ann	Spicuzza	13795 SW Stirrup St	Beaverton	OF 97008 7225
David M & Lydia J	Barnes	13705 SW Benchview Ter	Tigard	OF 97223 5666
Lorenzo Jaime	Rivera	13815 SW Stirrup St	Beaverton	OF 97008 7223
Stephen L & Pamela S	Blikstad	13820 SW Stirrup St	Beaverton	OF 97008 7222
Brett J & Peggy J	Peterson	13850 SW Stirrup St	Beaverton	OF 97008 7222
Mark C	Laxton	13855 SW Stirrup St	Beaverton	OF 97008 7223
Ion & Anicuta	Chioseaua	13875 SW Stirrup St	Beaverton	OF 97008 7223
Frederick	Venneri	13880 SW Stirrup St	Beaverton	OF 97008 7222
Roslyn G	Lindquist	13895 SW Stirrup St	Beaverton	OF 97008 7223
Vincent G	Canizio	13905 SW Stirrup St	Beaverton	OF 97008 7221
Stanley William	Carter	13915 SW Stirrup St	Beaverton	OF 97008 7221
BAZOR JOHN J		13925 SW Stirrup St	Beaverton	OF 97008 7221
Melinda	Ray	13940 SW Stirrup St	Beaverton	OF 97008 7220
Scott P	Krambuhl	13980 SW Stirrup St	Beaverton	OF 97008 7220
Chin	Tong	12950 SW Thunderhead Way	Beaverton	OF 97008 6275
James P	Baty	14015 SW Stirrup St	Beaverton	OF 97008 9415
Scott	Berscheid	14020 SW Stirrup St	Beaverton	OF 97008 7463
Jack L & Ruth E	Glaser	14025 SW Stirrup St	Beaverton	OF 97008 9415
Stanley J & Joan D	Brugger	14030 SW Stirrup St	Beaverton	OF 97008 7463
Douglas & Diane	Kelly	14035 SW Stirrup St	Beaverton	OF 97008 9415
Steven A & Cruz	Walker	14040 SW Stirrup St	Beaverton	OF 97008 7463
Scott B & Debra R	Allen	14160 SW Stirrup St	Beaverton	OF 97008 7466
Robert G & Lena	Hoffman	14170 SW Stirrup St	Beaverton	OF 97008 7466
Wallace & Valerie L	Do	14180 SW Stirrup St	Beaverton	OF 97008 7466
Kei-Wean C	Yang	14185 SW Stirrup St	Beaverton	OF 97008 7412
Georgia A Tr	Koehler	14210 SW Stirrup St	Beaverton	OF 97008 7462
Coleman F & Michelle M	Hallett	14220 SW Stirrup St	Beaverton	OF 97008 7462
Richard S & Christie	Ripkowski	14225 SW Stirrup St	Beaverton	OF 97008 7473
Munehiro	Doe	8650 SW Suffolk Ct	Beaverton	OF 97008 7280
Wayne R & Debra J	Anderson	8710 SW Suffolk Ct	Beaverton	OF 97008 7281
Patrick & Fumiko S	Kutch	8720 SW Suffolk Ct	Beaverton	OF 97008 7281
Kevin I	Grillo	8730 SW Suffolk Ct	Beaverton	OF 97008 7281
Lenard & April A	Sturgis	8740 SW Suffolk Ct	Beaverton	OF 97008 7281
Conrad Susan C	Landry	12960 SW Tapadera St	Beaverton	OF 97008 7234
Joseph A	Parent III	277 NE 61st Pl	Hillsboro	OF 97124 7483
Theodore Raynard	Lee	13020 SW Tapadera St	Beaverton	OF 97008 7263
HIGDON		13035 SW Tapadera St	Beaverton	OF 97008 7264

Mark B & Peri A	Halliwell	13030 SW Tapadera St	Beaverton	OF 97008 7263
Donald A & Carol S	Graff	964 NW 170th Dr	Beaverton	OF 97006 4834
N	Van Jean	13040 SW Tapadera St	Beaverton	OF 97008 7263
FREEMAN		4450 Lords Ln	Lake Oswego	OF 97035 6532
STECKLEY		3091 NW Montara Loop	Portland	OF 97229 8084
FREEMAN		4450 Lords Ln	Lake Oswego	OF 97035 6532
Donna Bee	Taslichky	13145 SW Tapadera St	Beaverton	OF 97008 7266
Farid A	Abu-Jame	6120 SW 18th Dr #39	Portland	OF 97239 1992
Cheryl R	Hinds	13180 SW Tapadera St	Beaverton	OF 97008 7291
John F & Marylou C	Timoney	13200 SW Tapadera St	Beaverton	OF 97008 7237
Seidabolfazl	Seidhossini	13225 SW Tapadera St	Beaverton	OF 97008 7270
Desmond & Deborah	Murray	13245 SW Tapadera St	Beaverton	OF 97008 7270
Sibyl	Holbrook	13259 SW Tapadera St	Beaverton	OF 97008 7270
George W & Mary Ellen	Otten	13295 SW Tapadera St	Beaverton	OF 97008 7293
William Thomas	Greer	13305 SW Tapadera St	Beaverton	OF 97008 7253
Beverly Ann	Lovlien	13320 SW Tapadera St	Beaverton	OF 97008 7241
Michelle F & Loren T	Koplan	13325 SW Tapadera St	Beaverton	OF 97008 7253
Steve & Margaret	Moon	13328 SW Tapadera St	Beaverton	OF 97008 7241
Donald M & Gayle D	Brown	13334 SW Tapadera St	Beaverton	OF 97008 7241
Un S	Kim	13340 SW Tapadera St	Beaverton	OF 97008 7241
Robert H	Greenfield	13420 SW Tapadera St	Beaverton	OF 97008 7242
Edward C & Marilyn E	Gordon	13435 SW Tapadera St	Beaverton	OF 97008 7243
John H & Shannon K	Friedman	13440 SW Tapadera St	Beaverton	OF 97008 7242
Randy R & Carol J	Westfall	13455 SW Tapadera St	Beaverton	OF 97008 7243
Sergey	Pevzner	13470 SW Tapadera St	Beaverton	OF 97008 7242
Robert B & Jane W	Gage	13475 SW Tapadera St	Beaverton	OF 97008 7243
Donivan M & Nedra G	Oseth	14050 SW Tennessee Ln	Beaverton	OF 97008 7445
Gary A	Rumble	14090 SW Tennessee Ln	Beaverton	OF 97008 7445
Carl B	Teitelbaum	14095 SW Tennessee Ln	Beaverton	OF 97008 7446
Linda	Stjohn	14110 SW Tennessee Ln	Beaverton	OF 97008 7447
Joann	Bavier	14120 SW Tennessee Ln	Beaverton	OF 97008 7447
Hans C & Lori M	Mangold	14060 SW Tennessee Pl	Beaverton	OF 97008 7433
Bruce C & Heather J	Tollborn	14070 SW Tennessee Pl	Beaverton	OF 97008 7433
Ann	Ha	14080 SW Tennessee Pl	Beaverton	OF 97008 7433
Richard & Kristine	Nicholson	8565 SW Thoroughbred Pl	Beaverton	OF 97008 7286
Marc T & Nicola T	Timm	8570 SW Thoroughbred Pl	Beaverton	OF 97008 7286
Henry S & Karen L	Lonberg Jr.	8575 SW Thoroughbred Pl	Beaverton	OF 97008 7286

Michael A & Suzanne A	Schmitt	8600 SW Thoroughbred Pl	Beaverton	OF 97008 7287
Bill F	Hamilton	8605 SW Thoroughbred Pl	Beaverton	OF 97008 7200
Scott & Karen	Longacre	8610 SW Thoroughbred Pl	Beaverton	OF 97008 7287
Mahin	Gaspeed	8615 SW Thoroughbred Pl	Beaverton	OF 97008 7200
David Garth & Diana B	Bergeson	8625 SW Thoroughbred Pl	Beaverton	OF 97008 7200
Eric & Kerry A	Gross	8635 SW Thoroughbred Pl	Beaverton	OF 97008 7200
Bharat V	Makadia	8640 SW Thoroughbred Pl	Beaverton	OF 97008 7287
Alice M	Gutknecht	8645 SW Thoroughbred Pl	Beaverton	OF 97008 7200
George	Otten	13295 SW Tapadera St	Beaverton	OF 97008 7293
Eric M & Elaine	Green	8650 SW Thoroughbred Pl	Beaverton	OF 97008 7287
James S & Vanessa F	Prouty	8705 SW Thoroughbred Pl	Beaverton	OF 97008 7292
Ernest Charles	Gilman	9010 SW Trigger Ct	Beaverton	OF 97008 7691
SPECIALIZED HOUSING INC		5319 SW Westgate Dr #124	Portland	OF 97221 2430
William K	Kroczyński	9055 SW Trigger Ct	Beaverton	OF 97008 7691
Vitaly & Diana	Yakubovich	9070 SW Trigger Ct	Beaverton	OF 97008 7691
Rafael A	Gonzalez	9085 SW Trigger Ct	Beaverton	OF 97008 7691
Kathleen Ann	Davis	9100 SW Trigger Ct	Beaverton	OF 97008 7691
Ralph E	Weiche	13020 SW Trigger Dr	Beaverton	OF 97008 7688
Martin W & Nancy E	Scott	13050 SW Trigger Dr	Beaverton	OF 97008 7688
Darrell E	Tyacke	13055 SW Trigger Dr	Beaverton	OF 97008 7744
Angela	Christiansen	13070 SW Trigger Dr	Beaverton	OF 97008 7688
Judith Ann	Scherlie	13110 SW Trigger Dr	Beaverton	OF 97008 7689
Lisa M	Manthe	13140 SW Trigger Dr	Beaverton	OF 97008 7689
Darryl J	Stevens	13160 SW Trigger Dr	Beaverton	OF 97008 7689
Kenneth E & Ruth S	Baldry	13175 SW Trigger Dr	Beaverton	OF 97008 7616
Robert C	Ross	13190 SW Trigger Dr	Beaverton	OF 97008 7689
Kathie J	Pettigrove	2121 SW 4th Ave	Portland	OF 97201 4904
IMAMURA		13230 SW Trigger Dr	Beaverton	OF 97008 7690
William T	Larson	14125 SW Yearling Ct	Beaverton	OF 97008 6782
Loc & Thuy	Hotan	14130 SW Yearling Ct	Beaverton	OF 97008 6782
Vadim & Galina	Voloshinov	14145 SW Yearling Ct	Beaverton	OF 97008 6782
Gerald C & Jill E	Whisenant	14150 SW Yearling Ct	Beaverton	OF 97008 6782
Cathy Elaine	Crandall	14155 SW Yearling Ct	Beaverton	OF 97008 6782
Cau & Thu-Ha	Chung	14165 SW Yearling Ct	Beaverton	OF 97008 6782
Thomas J & Rebecca M	Duda	14170 SW Yearling Ct	Beaverton	OF 97008 6782
Nancy J	Woolf	14185 SW Yearling Ct	Beaverton	OF 97008 6782
Lesley A	Carstens	14257 SW Mcfarland Blvd	Portland	OF 97224 2922

Fadi & Suzanne	Hachem	9055 SW Yearling Pl	Beaverton	OF 97008 6785
Henry	Kwiatkowski	PO Box 147	Wheeler	OF 97147 0147
Jeffery T	Jansen	9125 SW Yearling Pl	Beaverton	OF 97008 6783
Donna J	Olson	9135 SW Yearling Pl	Beaverton	OF 97008 6783
Clyde Earl & Dolores L	Hodge	3400 Royal Ct	Napa	CA 94558 5325
Raymond K & Debra S	Parry	1441 Roxbury Dr	Los Angeles	CA 90035 2814
Michael	Gallina	14936 Quall Rd NE	Silverton	OF 97381 9793
Richard J	Millager	9155 SW Yearling Pl	Beaverton	OF 97008 6783
Gary L	Berger	9955 SW 160th Ave	Beaverton	OF 97007 6123
Eric & Carrie L	Hutchman	9165 SW Yearling Pl	Beaverton	OF 97008 6783
Richard O	Walker	14205 SW Yearling Way	Beaverton	OF 97008 6722
Edward J	Cummings Jr.	14220 SW Yearling Way	Beaverton	OF 97008 6721
Brock H & Patricia W	Branan	14225 SW Yearling Way	Beaverton	OF 97008 6722
Stephen P & Kathy J	Cottrell	14228 SW Yearling Way	Beaverton	OF 97008 6721
Damon J	Hicks	14232 SW Yearling Way	Beaverton	OF 97008 6721
Richard A	Haugsby	14235 SW Yearling Way	Beaverton	OF 97008 6722
Jacob	Doell	14236 SW Yearling Way	Beaverton	OF 97008 6721
Gregory A	Griffin	14240 SW Yearling Way	Beaverton	OF 97008 6721
Ernst	Christen	14244 SW Yearling Way	Beaverton	OF 97008 6721
Christopher A	Beatty	14245 SW Yearling Way	Beaverton	OF 97008 6722
Grant D	Page	14248 SW Yearling Way	Beaverton	OF 97008 6721
H Gregory & Lori Thornto	Holmes	12518 Bear Mountain Dr	Draper	UT 84020 9195
William Beach	Miller Jr.	14260 SW Yearling Way	Beaverton	OF 97008 6719
Gerald M & Susan K	Garland	14265 SW Yearling Way	Beaverton	OF 97008 6722
Loretta J	Ganter	14280 SW Yearling Way	Beaverton	OF 97008 6719
Robert Lee Susan S	Jones	14285 SW Yearling Way	Beaverton	OF 97008 6722
Warren & Georgia	Freeborg	14320 SW Yearling Way	Beaverton	OF 97008 6784
Deborah Anne	McCoy	14325 SW Yearling Way	Beaverton	OF 97008 6794
Ronald L & Jennifer	Roseland	14365 SW Yearling Way	Beaverton	OF 97008 6720
Michael D	Pettibone	14380 SW Yearling Way	Beaverton	OF 97008 6784
Leona L	Jensen	14400 SW Yearling Way	Beaverton	OF 97008 6720
Ali & Mayumi	Karout	14405 SW Yearling Way	Beaverton	OF 97008 6720
Donald L	Godfrey	14415 SW Yearling Way	Beaverton	OF 97008 6720
Mohammad	Ghafarzade	14420 SW Yearling Way	Beaverton	OF 97008 6717
Raymond M & Wendi R	Jacques	14425 SW Yearling Way	Beaverton	OF 97008 6720
Yvonne Diane	Schierer	14430 SW Yearling Way	Beaverton	OF 97008 6717
Patricia Ann	Macklin	14435 SW Yearling Way	Beaverton	OF 97008 6718

Ryan	Walker	14440 SW Yearling Way	Beaverton	OF 97008 6717
Jay	Weinstein	14445 SW Yearling Way	Beaverton	OF 97008 6718
Nancy M	Pereau	14455 SW Yearling Way	Beaverton	OF 97008 6718
Gary D & Debbra M	Scroggins	14465 SW Yearling Way	Beaverton	OF 97008 6718
James A & Meryl F	Klee	14475 SW Yearling Way	Beaverton	OF 97008 6718
Deborah E	Nojima	14480 SW Yearling Way	Beaverton	OF 97008 6793
Katrina T	Shandil	14485 SW Yearling Way	Beaverton	OF 97008 6718

# **PUBLIC MEETING**

On A  
Preliminary Development Proposal  
Affecting

**SW Hills Baptist Church  
9100 SW 135th Avenue**

**PROPOSED**

**CHRISTIAN SCHOOL**

A meeting to discuss the preliminary  
development proposal is scheduled for

**7:00 PM, Aug. 18, 2003**

**ALL INTERESTED PERSONS MAY ATTEND  
FOR MORE INFORMATION CONTACT:**

**Dave Farquhar  
503-244-2159**

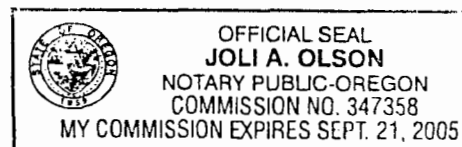
DEVELOPER OR AGENT: Rick Elzinga, Pastor  
DAVID FARQUHAR, ChairPROJECT LOCATION: 9100 SW 135<sup>th</sup> Ave, Beaverton, 97008

## AFFIDAVIT OF POSTING NOTICE

\*\*\*\*\*

I, David L Farquhar, being first duly sworn; say that I am  
(represent) the party intended to submit an application to the City of Beaverton  
for a proposed Christian School affecting land located at  
9100 SW 135<sup>th</sup> Ave, Beaverton, and that pursuant to Ordinance 2050,  
Section 50, and the guidelines set out by the Planning Director, did on the  
27<sup>th</sup> day of July, 2003, personally post public notice  
on the proposed development site.

*Sign and Date in the presence of a Notary Public. Certain City staff are  
Notary Publics and are available for witnessing.*

Signature: David L. FarquharDated this 24 day of Nov., 2003.Subscribed and sworn to before me this 24 day of Nov., 2003.Joli A. Olson  
Notary Public for the State of OregonMy Commission expires: 9/21/05

TURN PAGE OVER FOR POSTING INSTRUCTIONS

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## NEIGHBORHOOD REVIEW MEETING

HANDOUT # 9

DEVELOPER OR AGENT: Rick Elzinga, PastorPROJECT LOCATION: Southwest Hills Baptist Church  
9100 SW 135<sup>th</sup>, Beaverton, OR 97005

## AFFIDAVIT OF MAILING NOTICE

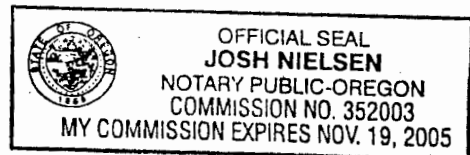
\*\*\*\*\*

I, Jolaine Davis, being first duly sworn; say that I am (represent) the party intended to submit an application to the City of Beaverton for a proposed Christian School affecting land located at 9100 SW 135<sup>th</sup>, Beaverton 97008, and that pursuant to Ordinance 2050, Section 50, and the guidelines set out by the Planning Director, did on the 21<sup>st</sup> day of July, 2003 personally mail notice to affected property owners and NAC's within 500 feet of the proposed development site.

*Sign and Date in the presence of a Notary Public. Certain City staff are Notary Publics and are available for witnessing.*

Signature: Jolaine DavisDated this 20 day of November, 2003

Subscribed and sworn to before me this 26<sup>th</sup> day of Nov., 2003.

Josh Nielsen  
Notary Public for the State of OregonMy Commission expires: Nov. 19<sup>th</sup>, 2005

H:\FORMS\NEIGHBORHOOD MEETING\AFFDAVT2.DOC

**Neighborhood Review Meeting  
August 18, 2000  
7:00 PM**

**Opening Remarks**

**Kerry Francetich  
Southwest Hills  
Baptist Church**

**Richard Poulo  
South Beaverton NAC**

**Proposed Project  
Christian School  
Project Description**

**Dave Farquhar**

**Questions/Comments/Issues/Concerns**

All questions, comments, issues or concerns will be recorded and submitted as part of our application for a conditional use permit.

**Closing Remarks**

**SW Hills Baptist Church, 9100 SW 135<sup>th</sup>, Beaverton**

# Neighborhood Review Meeting

## Proposed Conditional Use Permit for a Private School

Property Address  
Southwest Hills Baptist Church  
9100 SW 135<sup>th</sup> Avenue  
Beaverton, OR  
503-524-8686

Map # 1S128DB  
Tax Lot 1801

### Conditional Use Permit Proposal

Southwest Hills Baptist Church plans to apply for a Conditional Use Permit to use our existing church building and classroom complex as a private school.

The school will be for grades K through 12 and house a maximum of 200 students. We do not plan any structural changes to existing buildings. We only seek the permit to operate as a school in our existing facilities.

### The Proposed School

The school will be a ministry of our church. The church pastors and elder board will oversee the school. The school will offer Bible and Bible related courses, as well as math, science, history, language arts, foreign languages and other traditional subjects from a Biblical worldview. The school will be led by a paid administrator and we will hire teachers who are qualified to teach specific subject material. Some teachers will have a college degree and some may have teacher certification as well. The school will require a high level of parental involvement in the education of their children. We see the parental involvement and strong religious emphasis as key to our educational philosophy.

### The Facility

The school will use our new (2001) Classroom Complex (see Back of Diagram) as well as the classrooms and large sanctuary room in our Existing Sanctuary Complex (see Main Building)

Proposed Facilities for School	Square Feet	Occupancy Load
New (2001) Addition Classroom Complex	9061	354
Existing Auditorium Complex	9888	475
New (2001) Lobby Area	<u>1920</u>	<u>275</u>
Totals	20869	1104

### The New Addition Classroom Complex

The Classroom Complex has an administrative office area, four classrooms, a kitchen, and large activity area and bathrooms. The complex has a maximum occupancy capacity of 354.

Building Codes: The classroom complex, completed in 2001, was built to current code, including 1998 Oregon Structural Specialty Code, 1996 Oregon Plumbing Specialty Code, 1999 Oregon Mechanical Specialty Code, current Oregon Electrical Specialty

Code, current Fire/Life & Safety Code, as well as current Accessibility, Energy and Zoning Codes as noted on drawing CS1.

Classroom Description: Each classroom has running water, ample desks and chairs and proper exits to safely accommodate 14 to 20 children, depending on room size. The rooms range from 267 SF to 400 SF in size (See A1.1)

The Large Activities Room: This room is 2162 SF in size and can serve as a large indoor play area, cafeteria and general-purpose assembly room. This room has existing room dividers to transform the area into three additional classrooms as needed ranging from 400 to 1200 SF per divided room (See A1.1)

#### **The Auditorium Complex**

The Sanctuary Complex has four existing classrooms, one main bathroom set for men and women, two private unisex toilet rooms, storage rooms, a materials resource center and a large multipurpose sanctuary room. This existing sanctuary complex has a maximum capacity of 478 people. We completed fire code and accessibility upgrades on this existing complex when we built the classroom complex in 2001. These classrooms range in size from 220 SF to 650 SF. These auditorium complex classrooms can safely accommodate 12 to 24 students each.

#### **Combined Facilities**

The New Classroom Addition Complex and the existing Sanctuary Complex and Lobby provides us with over 20,000 square feet of space, 12 classrooms, two large meeting and play areas, adequate bathroom facilities, kitchen and cafeteria space, as well as the administrative space needed to run a school. Total Occupancy Load is 1104. We are only planning for the proposed school to have a maximum of 200 students.

The school would operate from 8:30 AM to 4:00 PM, and use the building on occasional evenings and weekends.

#### **Our Property**

Our Property is 223,400 square feet. We have 157 total parking spaces.

#### **Traffic Study**

Lancaster Engineering completed a traffic impact study on our proposed school. Enclosed is a copy of their findings.

#### **Facility and Neighborhood Impacts**

This proposal does not impact our existing buildings, driveways and we only anticipate a minor increase in utility usage. The school will not impact the quality of life in our neighboring community. In fact, we see the proposed school as a potential benefit to local residents. We will not see a large increase in traffic flow, and Brockman has a center turning lane for easy access to the property from the West or East. We also have a driveway entering from 135<sup>th</sup> Avenue.

The School Committee



Dave Farquhar  
July 14, 2003  
Page 3 of 7

The trip generation calculations indicate that there will be an estimated total of 138 trips generated by the proposed school during the morning peak hour. Of these, 91 will be entering and 47 will be exiting the site. During the school peak hour 160 trips are expected with 75 entering and 85 exiting the site. During the evening peak hour, 14 trips are expected with 5 entering and 9 exiting trips. A total of 548 trips are expected during the weekday, with half entering and half exiting the site.

#### TRIP GENERATION SUMMARY

##### Southwest Hills Baptist Church

	Entering <u>Trips</u>	Exiting <u>Trips</u>	Total <u>Trips</u>
<i>200 Students</i>			
AM Peak Hour	91	47	138
PM School Peak Hour	75	85	160
PM Peak Hour	5	9	14
Weekday	274	274	548

Southwest Hills Baptist Church  
9100 SW 135<sup>th</sup>  
Beaverton, OR 97008

## Neighborhood Review Meeting

### Proposed Conditional Use Permit for a Private School

August 18, 2003, 7:00 PM

- 7:02 pm Meeting opened by Pastor Kerry Francetich
- 7:05 pm Richard Poulo gave a short message describing our process and the South Beaverton neighborhood Association. (NAC)
- 7:13 pm Dave Farquhar provided a general overview of what was being proposed and how the meeting would proceed. This was a walkthrough of the handout that was provided to everyone in attendance. The document included the conditional use permit proposal, and an overview of the facility. The traffic study was also discussed at a high level, providing the summarized findings. For complete information, the full traffic study is available.
- 7:25 pm The meeting was opened for general discussion.
- 8:15 pm The meeting was adjourned

### ***Corrections***

The document handed out states that the conditional use permit will be made for 250. The actual number is 200.

### ***Discussion***

The questions and comments have been grouped into organizational buckets so they can be properly addressed by the correct group. Many of the issues exist regardless of the granting or denying of the conditional use permit so an attempt has been made to list this appropriately. Where possible, names were captured and placed next to the items to facilitate follow-up.

### **Questions/Comments/Issues/Concerns**

Noise	<b><i>Existing Concern irrespective of the CUP:</i></b> The represented neighbors in the south and southeast corner of the church lot expressed concerns with the current level of noise. Noise is often experienced after 9pm and on weekends it exceeds what is deemed appropriate. We currently have portable hoops that are sometimes set up at the south end of the property. This causes a great deal of noise for the neighbors there.
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	<p><b>New:</b> The concerns for noise are heightened by the prospect of a school being in place during the weekdays.</p> <p><b>Concern:</b> There are no proposed structures for athletic and/or recreational facilities so this will increase the level of noise in the parking lot.</p> <p><b>Feedback:</b> We don't have plans for outdoor activity in that we will not have a physical education class. Due to the nature of the activity, there will be people outside. To alleviate the noise, we will try to coordinate these plans with our site plan to minimize the impact on the neighbors. We have no plans to have school related activity in the southeast corner of the lot.</p> <p><b>Recommendation (Richard Hurd):</b></p> <ul style="list-style-type: none"> <li>• Place a sound wall between the church, school and all residential properties</li> <li>• Eliminate night meetings to 1 day per week and have them over by 7pm</li> <li>• Do not have any outside school bells</li> <li>• All outside activities should be to the west of the facility</li> <li>• No entrance should be allowed through Pinto Street</li> <li>• No weekend activities</li> <li>• No school business, classes or related activity should be located at 9250 Pinto Street.</li> <li>• Chain the parking lot after the time it closes.</li> </ul>
Landscaping	<p><b>Question:</b> Will more trees be cut down?</p> <p><b>Feedback:</b> This permit only applies to the existing structure. No site development/changes are included as part of this plan unless required by the city.</p> <p><b>Question:</b> What about an environmental impact study? The concern is that we will adversely affect the quality of life in the area.</p> <p><b>Feedback:</b> Since we are only changing the use of an existing structure, the city only requires that we perform a safety and traffic study. An environmental study was performed for the building of the church in 2001.</p>
Future Plans	<p><b>Concern:</b> Opposed to the permit for 200 students because there is a belief that it will turn into a larger number. (Mark Lambdin and others).</p> <p><b>Feedback:</b> The back building is not part of this conditional use permit so any plans to grow would require a new conditional use permit with new traffic studies, neighborhood meetings, etc.</p> <p><b>Question:</b> How will this benefit the residents of this community?</p> <p><b>Feedback:</b> We hope to help develop students to become good citizens in the community. This is a longer term benefit. We hope to achieve this through our special school model, emphasizing greater parental involvement. Our school model will force that issue. The immediate term benefit will be for those who choose to utilize the school.</p>

	<p><b>Question:</b> Right now we are asking for 200. What is the long-term plan?</p> <p><b>Feedback:</b> No formal plans currently exist for a new building, but the church is looking at the possibility of developing the northwest corner of the lot at some point in the future. This would most likely include a gymnasium/auditorium though it is still speculation at this point. There is no current timeline for this.</p>
Traffic Study	<p><b>Concern:</b> The traffic study was done in June. It should be done in the rain which is when the traffic is a problem.</p> <p><b>Feedback:</b> The professional agency that performs the traffic study has a formula that they use to ensure that the numbers are accurate for the entire year and not just the time of the study. They use comparisons from other schools at various times to help arrive at numbers that are hopefully accurate. The complete traffic study will be part of the application process and will be open for review.</p> <p><b>Question:</b> How will the flow of traffic be controlled? Will there be people enforcing the rules?</p> <p><b>Feedback:</b> We don't have a say on the flow of traffic. The traffic study gave four recommendations. The application will have the recommendations included. We will enforce the flow to the level that we need to, to ensure compliance with the terms of the CUP.</p> <p><b>Concern:</b> We already have two schools in the area; a third will make traffic a disaster.</p>
Funding	<p><b>Concern:</b> Will we be canvassing the neighborhood to raise money for the school?</p> <p><b>Feedback:</b> The school is being designed to be mostly funded through tuition. The expectation is that this will cover 80% of the costs. The remaining funds will be through grants and private donations. There are currently no plans to canvass the neighborhood.</p> <p><b>Concern:</b> Profitability. If the school is profitable with 200, it will be seen as a profit center and the church will push to grow it. This contributes to the concern for the future growth of the school.</p> <p><b>Feedback:</b> The school will not be a profit center. Our desire is to have tuition as low as possible. The church is seeing this as an expense center. The church will be subsidizing the school through free resources and janitorial services.</p>
Qualifications / Need	<p><b>Question:</b> Do we have qualified administrators on staff?</p> <p><b>Feedback:</b> We do have pastoral staff with educational training and experience. We will also be hiring professional staff for the needs of the school.</p>

General	<p><b>Comment:</b> Conditions can be written that will make this type of endeavor a good compromise. We just need to ensure that the conditions are set that this will work well.</p> <p><b>General:</b> One neighbor lives immediately across from one of the other schools and doesn't have a problem with it. We just need to have the rules and supervision in place for it to work.</p> <p><b>Concern:</b> The church won't respond to the concerns of the neighbors. Concerned that we have been deceptive in our site planning and have been working things to minimize the neighbor's ability to have a voice. It appears that we are not being truthful. We say that we don't have plans for structural changes but we say that long-term we would like to build out the facility.</p> <p><b>Feedback:</b> The CUP that we are seeking doesn't have structural impacts. The church is considering expanding its structure. If it does so, the school would be a beneficiary, not necessarily the driver.</p> <p><b>Question:</b> There are already two Christian schools in the area, why do we need another one?</p> <p><b>Question:</b> Why did we build the new building if not to do this eventually?</p> <p><b>Feedback:</b> We built the building to serve two purposes. The first was to reduce our utilization of 9250 Pinto Street. The second was to provide space for our church services.</p> <p><b>Question:</b> Did the CUP on 9250 Pinto run out with the construction of the main facility in 1981?</p> <p><b>Feedback:</b> No. The documents are separate.</p> <p><b>Concern:</b> The notes taken for the meeting were insufficient.</p> <p><b>Feedback:</b> A copy of the meeting notes will be provided. You are welcome to provide feedback on those.</p>
Existing Structures	<p>The following items are related to our existing structures and use permits rather than the school CUP.</p> <p><b>Concern:</b> (Angela Greenblat) There should be a berm to the south of the facility. It is not there.</p> <p><b>Concern:</b> The original use permit was not met for landscaping in the southeast corner. We are missing a number of trees that need to be there. They should be 5ft tall and they aren't.</p> <p><b>Concern:</b> (Richard Hurd) The hedges against his property are not being maintained.</p>

END: There were no supplemental written comments to add to these minutes.

Neighborhood Review Meeting  
August 18, 2003

	Name	Address
1	Kerry E Francisco	8790 SW Pinebrook St. Tigard OR 97224
2	Janet Smith	12945 SW Glenn Dr. Beaverton, OR 97008
3	Jon + Angela Greenblatt	9460 SW New Forest Beaverton OR 97008
4	MR + MRS R.L. HURD	9145 SW PINTO CT. BEAVERTON OR 97008
5	Richard Paulo	8970 SW Davies Rd. Burtin 97008
6	CHARB GANTENBERG	36475 SW TONGUE LN., CORNELIUS, OR
7	DON NELSON	9125 <del>SW</del> S.W. PINTO CT. BEAVERTON, OR
8	Ron + Marilyn Mellett	11650 SW Bel Air Ln
9	Annelie Struck	9110 SW Pinto Ct. Beav.
10	Rick WILLIS	13170 SW Howard Dr. Tigard
11	Mark Boguslawski	9610 SW Haleach Drive Beaverton
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Neighborhood Review Meeting  
August 18, 2003

	Name	Address
1	Cliff Carpenter	12220 SW Summer St. Tigard OR 97223
2	Penny Combs	5703 Suncreek Dr, Lake Oswego, OR 97035
3	DARRELL AMUNDSON	13855 SW SIOGHILL TREE PR 97008 BEAVERTON
4	MARK LAMBDIN	9050 SW PINTO CT. BEAVERTON, OR
5	Marilyn Barror	9100 SW 135 <sup>th</sup> Beaverton
6	Diana Barror	9100 SW 135 <sup>th</sup> BEAVERTON
7	Mary Nell Mahler	8910 SW 135 <sup>th</sup> Ave Beaverton
8	Dennis & Lynn Boe	9496 SW New Forest Dr. Beav
9	Michael & Rebecca Broussard	9095 SW Pinto Ct (cond Usage
10	Hillary Hawley	199 SW 208 <sup>th</sup> ave, Aloha, OR, 97006
11	Creighton Lan	5720 SW 19 <sup>th</sup> Ave Aloha OR 97007
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## Dave Farquhar

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**From:** Richard Poulo [richard.poulo@gte.net]  
**Sent:** Sunday, December 14, 2003 8:38 PM  
**To:** dave@missionincrease.org

Dave,

This is to confirm that I did receive minutes of the August 8, 2003 CUP meeting for the Southwest Hills Baptist Church.

Richard Poulo

SBNAC Chair

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July 14, 2003

Dave Farquhar  
5665 SW Meadows Road, Suite 120  
Lake Oswego, OR 97035

*RE: Southwest Hills Baptist Church Traffic Impact Study*

Dear Dave:

We have completed our traffic impact study for the Southwest Hills Baptist Church as you requested. The findings of the analysis are reported in this letter, and supporting data is included in the attached technical appendix.

The church proposes to add a school to the existing facilities. The school is proposed for grades kindergarten through grade 12 and will open with approximately 50 students, but will eventually house a maximum of 200 students. There are no new buildings proposed for the school facilities, which will be located in existing buildings on the church property.

The church is located in the southeast quadrant of the intersection of 135<sup>th</sup> Avenue and Brockman Road in Beaverton, Oregon. There are accesses to the church on both 135<sup>th</sup> Avenue and Brockman Road.

SW Brockman Road is under the jurisdiction of the City of Beaverton and is classified by the City as an Arterial in the 2001 Transportation Element of the Comprehensive Plan. It is also classified by Washington County as an Arterial in the 2002 Transportation System Plan and by Metro as a Minor arterial in the Metro Regional Transportation Plan. It is a three-lane road near the site with a travel lane in each direction and a center turn lane. There are curbs and sidewalks on both sides of the road. There are also bike lanes on both sides of Brockman Road in the vicinity of the site.

SW 135<sup>th</sup> Avenue is under the jurisdiction of the City of Beaverton and is classified by the City as a Collector south of Brockman Road and as a Neighborhood Route north of Brockman Road. It is a two-lane facility near the site with curbs and sidewalks on both sides of the road near the site.



Dave Farquhar

July 14, 2003

Page 2 of 7

The intersection of Brockman Road and 135<sup>th</sup> Avenue is a standard four-legged intersection with STOP signs on the 135<sup>th</sup> Avenue approaches. The 135<sup>th</sup> Avenue approaches are single-lane and the Brockman Road approaches have a left-turn lane and shared through/right-turn lane.

Schools typically generate the majority of traffic during the morning and in the afternoon when school begins and ends. Traffic counts were taken during the afternoon in June 2003 from 2:00 to 4:00 PM to determine the amount of traffic during the peak school period, which is when the school will have the greatest impact on the nearby roadways. However, because the counts were taken after the school year had ended, the counts were compared to City traffic counts taken during and after the school year. It was assumed that the difference in the traffic volumes were the school trips, which were then added to the recent traffic counts to approximate traffic during the school year.

#### *Trip Generation and Distribution*

To estimate the number of trips that will be generated by the proposed school, trip rates from a similar land use at Grace Community Church were used. The Grace Community Church traffic study was prepared by Lancaster Engineering, in which trip rates for the associated school were measured. The Grace Community Church data showed higher trip rates than the rates for land-use code 520, *Elementary School*, in the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). This was expected since a private school typically generates more trips than a public school. For this reason and because the land uses for both the proposed Southwest Hills Baptist Church school and the Grace Community Church school are similar, trip rates from the Grace Community Church data were used in place of the ITE Manual trip rates.

There was no data available for the daily trips in the Grace Community Church data. A comparison was made between the trip rates derived from the Grace Community Church data and the trip rates for land-use code 520, *Elementary School*, in the ITE Manual. The ratio between the school peak hour and the daily trips from land-use code 520, *Elementary School*, in the ITE Manual was applied to the Grace Community church school peak hour rates to estimate the daily trips generated by the site.



Dave Farquhar  
July 14, 2003  
Page 3 of 7

The trip generation calculations indicate that there will be an estimated total of 138 trips generated by the proposed school during the morning peak hour. Of these, 91 will be entering and 47 will be exiting the site. During the school peak hour 160 trips are expected with 75 entering and 85 exiting the site. During the evening peak hour, 14 trips are expected with 5 entering and 9 exiting trips. A total of 548 trips are expected during the weekday, with half entering and half exiting the site.

<b>TRIP GENERATION SUMMARY</b>			
<b>Southwest Hills Baptist Church</b>			
	<u>Entering Trips</u>	<u>Exiting Trips</u>	<u>Total Trips</u>
<i>200 Students</i>			
AM Peak Hour	91	47	138
PM School Peak Hour	75	85	160
PM Peak Hour	5	9	14
Weekday	274	274	548

To determine the directional distribution of the site trips, data from the existing church was used. The church keeps records of the members of the congregation. The directional distribution of the site trips was primarily based on the distribution of the members of the church. However, since some of the church members travel a considerable distance, the trip distribution was modified slightly to reflect the members who lived nearby the church. Drawings showing the trip distribution and site trip assignment are included in the attached technical appendix.

#### *Background Traffic*

The church has stated that the school would not be starting during the 2003-2004 school year, but it was assumed the school could begin classes by 2004. One year of growth was ap-



Dave Farquhar  
July 14, 2003  
Page 4 of 7

plied to the existing traffic volumes at the intersection of Brockman Road and 135<sup>th</sup> Avenue to approximate conditions during the year 2004. A growth rate of 1.5 percent per year was used since the 2002 update to the City of Beaverton's Transportation System Plan anticipates a 1.5 percent growth rate in Beaverton over the next 20 years. A traffic flow diagram showing the background traffic volumes (existing school conditions with the growth rate applied) during the school peak hour is given in the attached technical appendix. The site trips were then added to the background traffic volumes to estimate the background plus site trips conditions. Traffic flow diagrams showing the background plus site trips during the school peak hour are also given in the attached technical appendix.

#### *Capacity Analysis*

To determine the level of service at the study area intersections, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. The study area intersections were analyzed using the unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL (HCM)*, published in 2000 by the Transportation Research Board. The intersections were analyzed for existing conditions, background conditions and background plus site trips during the school peak hour.

The results of the capacity analysis show that the unsignalized intersection of Brockman Road and 135<sup>th</sup> Avenue is currently operating at level of service C during the school peak hour. This level of service refers to the northbound movements, which experience the longest average delay. The level of service remains C during the school peak hour by the year 2004. The church does have plans to control the internal traffic flow at the site. Currently, the church's desired flow pattern is to make vehicles enter at Brockman Road and exit at 135<sup>th</sup> Avenue. Using this flow pattern changes the level of service to E during the school peak hour for background plus site trips.

Because there could be some high delays associated with the northbound left-turning vehicles at the intersection of Brockman Road and 135<sup>th</sup> Avenue, optional traffic flow plans were examined to mitigate the potential delay for the northbound left turns. Having the traffic enter at the 135<sup>th</sup> Avenue driveway and exit at the Brockman Road driveway will minimize the number of northbound left turns at Brockman/135<sup>th</sup> generated by the site. Since the site is proposed as a school, it would be possible to control the internal traffic flow and reduce the con-



Dave Farquhar  
July 14, 2003  
Page 5 of 7

flicts between pedestrians and vehicles. If the vehicles enter at 135<sup>th</sup> Avenue and exit onto Brockman Road, the level of service is C during the school peak hour.

An alternative traffic flow could allow vehicles to enter at the Brockman Road driveway and exit at the 135<sup>th</sup> Avenue driveway. However, any school traffic heading to the west on Brockman Road would be required to use an alternative route to avoid the intersection of Brockman Road and 135<sup>th</sup> Avenue. This requirement would be imposed by school staff speaking to parents and not by physical features at the intersection of Brockman Road and 135<sup>th</sup> Avenue. There are several possible routes from the site to Murray Boulevard, which was the assumed destination for the site trips. In addition, there are only 42 vehicles expected to use these routes and these trips will occur during the off-peak hours. This is not sufficient to significantly impact the neighborhood streets in the area. If the northbound left turns are prohibited at Brockman Road/135<sup>th</sup> Avenue, the level of service becomes C during the school peak hour.

The unsignalized intersection of 135<sup>th</sup> Avenue and the site access is presently operating at level of service A. The level of service does not change for background traffic or background plus site trips.

The unsignalized intersection of Brockman Road and the site access is currently operating at level of service C during the school peak hour. The level of service remains C for background and with the church school trips added.



Dave Farquhar  
July 14, 2003  
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**LEVEL OF SERVICE SUMMARY**  
**Southwest Hills Baptist Church School**

	School Peak Hour	
	<u>LOS</u>	<u>Delay</u>
<i>Brockman Road &amp; 135th Avenue</i>		
Existing Conditions	C	18
Background Conditions	C	18
Background + Site Trips <sup>1</sup>	E	37
Background + Site Trips <sup>2</sup>	C	23
Background + Site Trips <sup>3</sup>	C	20
<i>135th Avenue &amp; Site Access</i>		
Existing Conditions	A	9
Background Conditions	A	9
Background + Site Trips <sup>1</sup>	A	9
Background + Site Trips <sup>2</sup>	A	9
Background + Site Trips <sup>3</sup>	A	10
<i>Brockman Road &amp; Site Access</i>		
Existing Conditions	C	16
Background Conditions	C	16
Background + Site Trips <sup>1</sup>	C	18
Background + Site Trips <sup>2</sup>	C	22
Background + Site Trips <sup>3</sup>	C	18

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

<sup>1</sup> site trips entering at Brockman & exiting at 135th

<sup>2</sup> site trips entering at 135th & exiting at Brockman

<sup>3</sup> NB left-turning site traffic prohibited at intersection  
of Brockman Road and 135th Avenue



Dave Farquhar  
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### *Conclusions and Recommendations*

Only the intersection of Brockman Road and 135<sup>th</sup> Avenue is expected to have any operational problems with the addition of the school trips. Using the church's desired traffic flow pattern of vehicles entering on Brockman Road and exiting onto 135<sup>th</sup> Avenue will cause the northbound left turns at the intersection of Brockman Road and 135<sup>th</sup> Avenue to function with a high delay. Changing the traffic flow pattern to vehicles entering on 135<sup>th</sup> Avenue and exiting on Brockman Road or retaining the original flow pattern, but prohibiting the school traffic from making a northbound left turn at Brockman Road/135<sup>th</sup> Avenue will improve the operation to acceptable levels.

If the site trips are prohibited from making the left turn at the Brockman Road/135<sup>th</sup> Avenue intersection, they would need to be distributed through the nearby residential streets. There are several possible westward routes for the 42 vehicles that are assumed to divert, and the impact to the nearby streets is considered minor.

If you have any questions about this traffic report, please do not hesitate to call me.

Yours truly,

Catriona Sumrain  
Engineering Technician

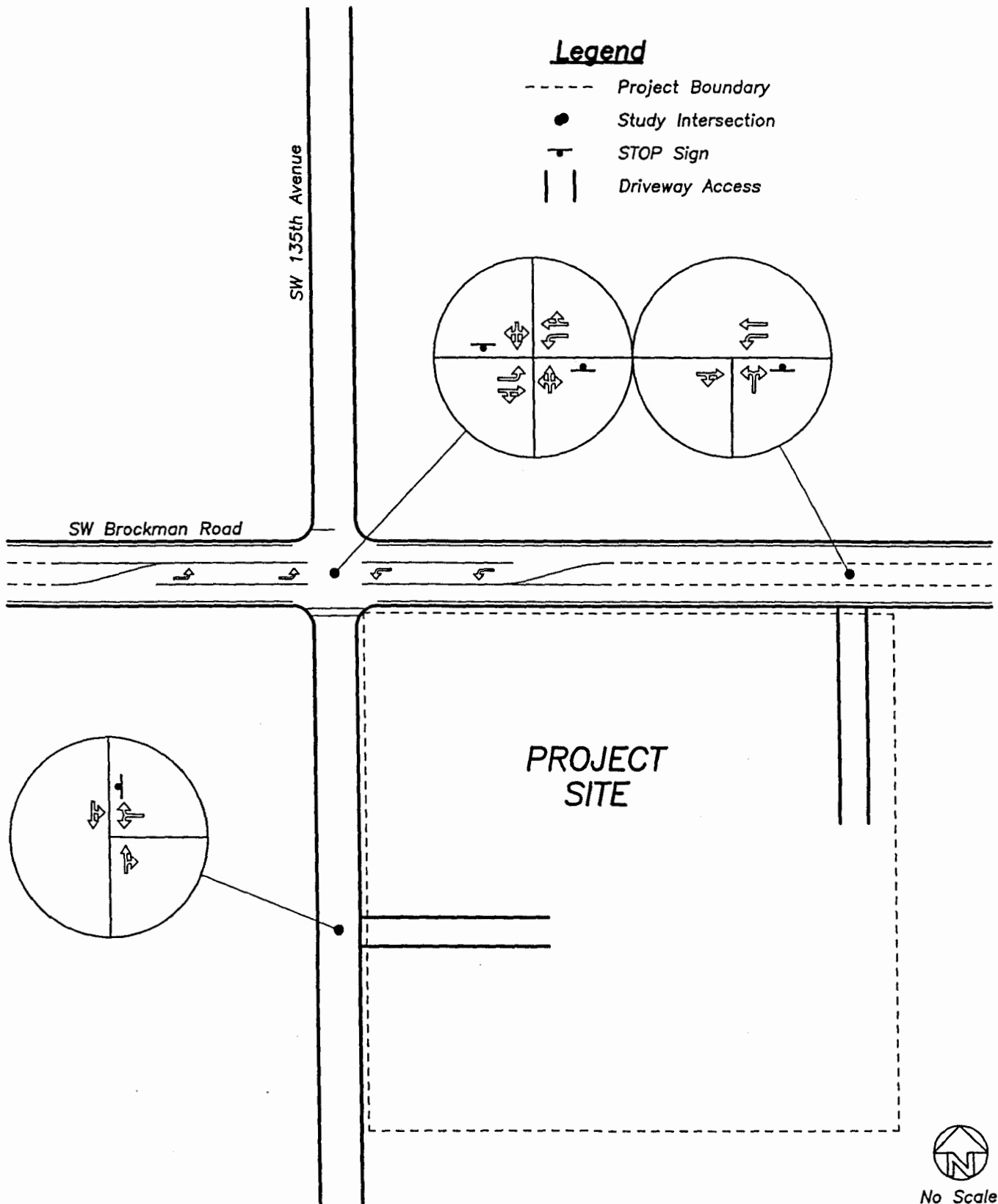
Attachment: Technical Appendix



EXPIRES: 12/31/2004



## *TECHNICAL APPENDIX*

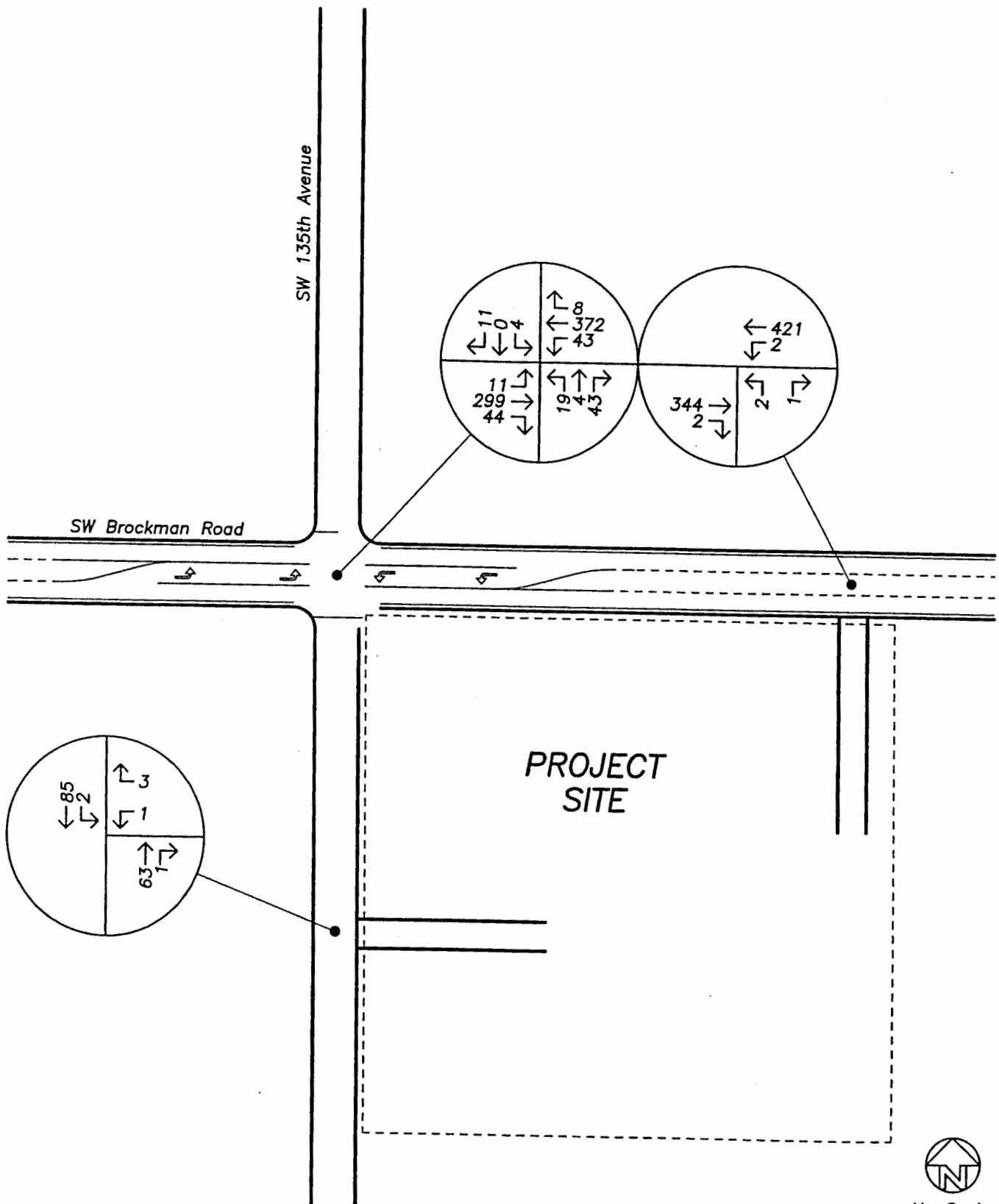


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# VICINITY MAP Existing Intersection Configurations & Traffic Control Devices

311

SWBC1.dwg



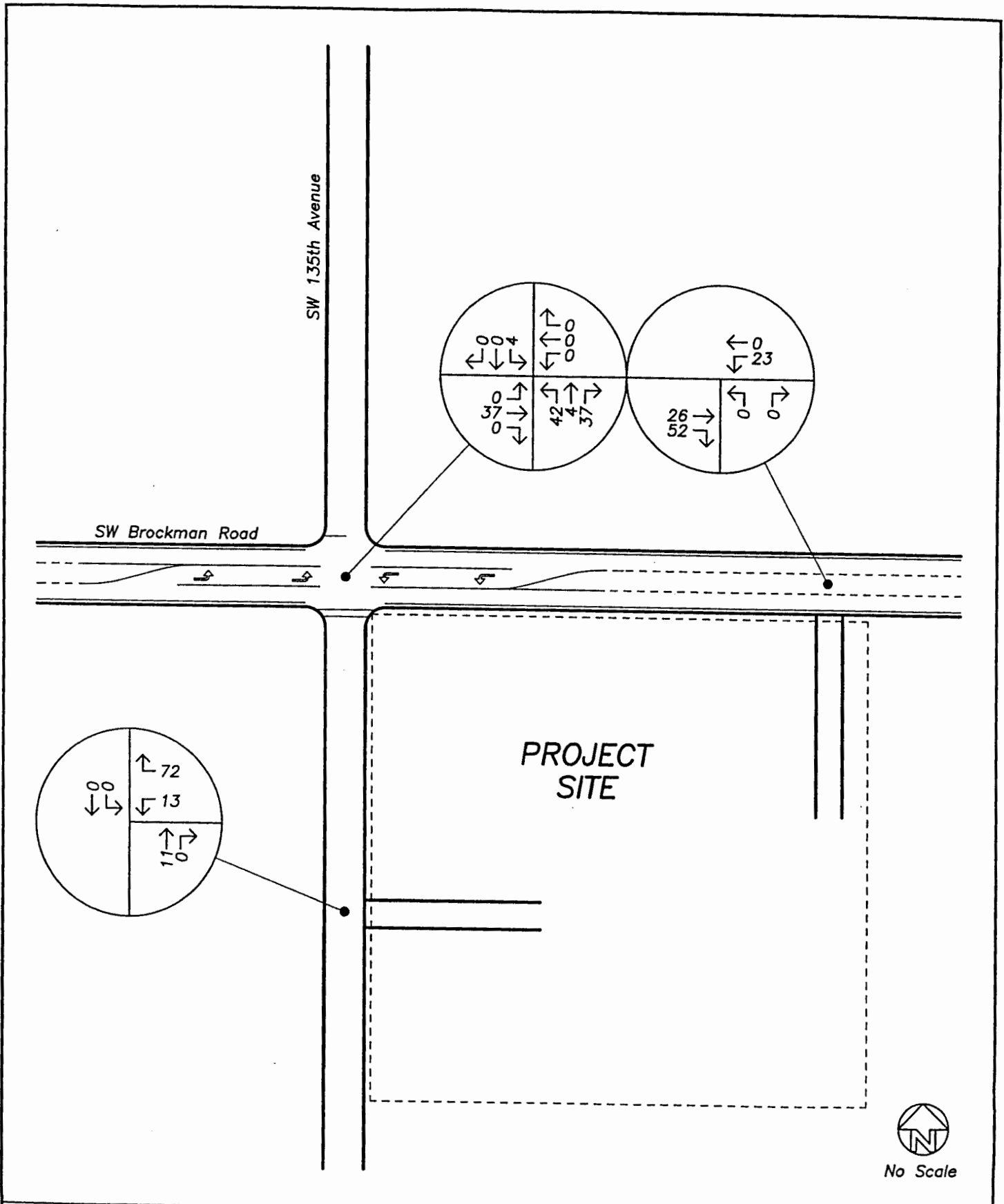
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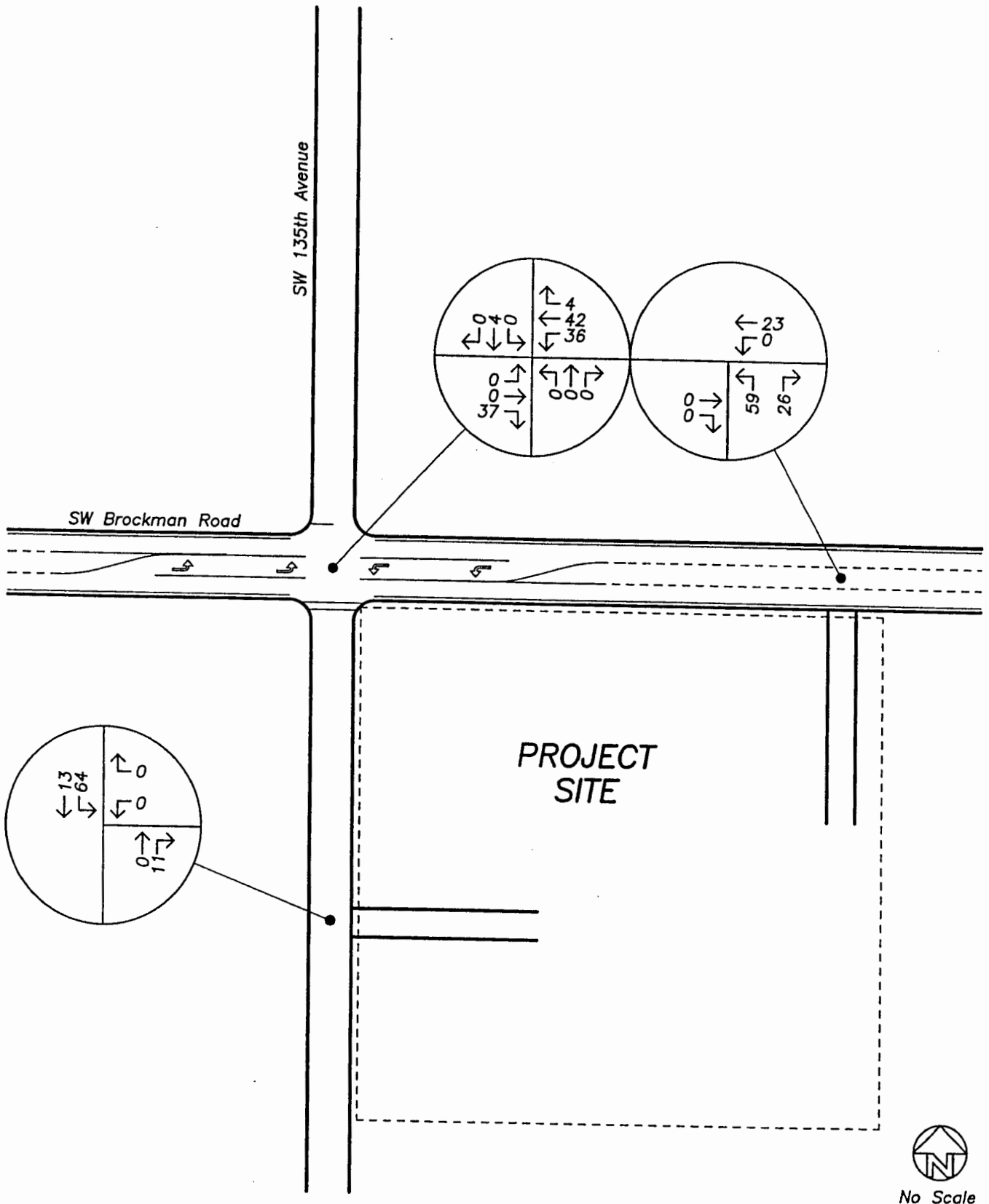
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TRAFFIC VOLUMES  
Existing Conditions (with School Trips)  
School Peak Hour

312

SWBC1.dwg





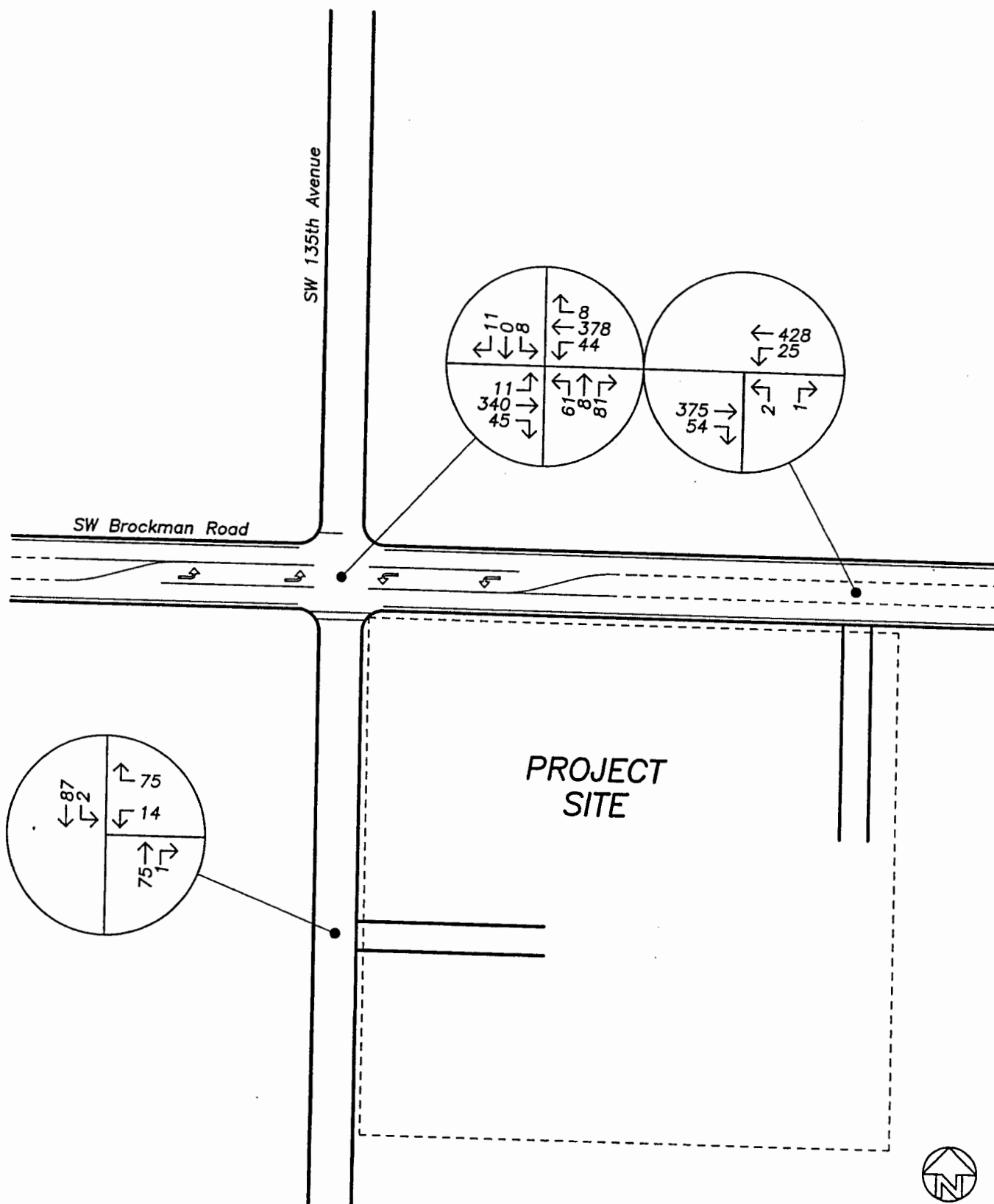
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TRAFFIC VOLUMES  
 Site Trips (Enter on 135th Avenue)  
 PM Peak Hour

314

SWBC1.dwg



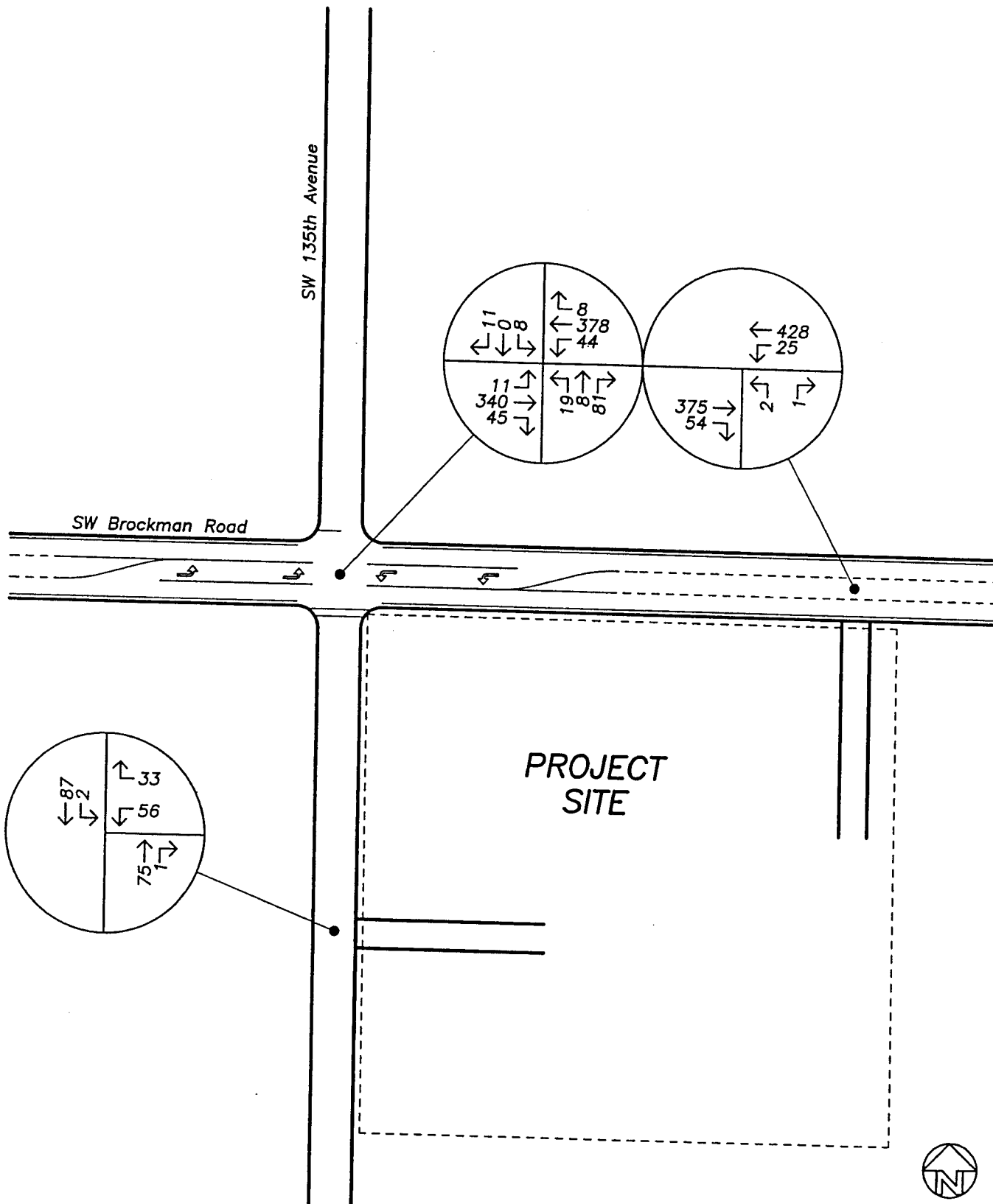
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TRAFFIC VOLUMES  
Background + Site Trips (Enter on Brockman Road)  
School Peak Hour

315

SWBC1.dwg



Le

TRAFFIC VOLUMES  
Background + Site Trips (Prohibit NB Left Turns)<sup>316</sup>  
School Peak Hour

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CATRIONA SUMRAIN			Intersection	BROCKMAN & 135th			
Agency/Co.	LANCASTER ENGINEERING			Jurisdiction	CITY OF BEAVERTON			
Date Performed	06/26/2003			Analysis Year	EXISTING CONDITIONS (2003)			
Analysis Time Period	SCHOOL PEAK HOUR							
Project Description: SOUTHWEST HILLS BAPTIST CHURCH								
East/West Street: BROCKMAN ROAD				North/South Street: 135th AVENUE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
<b>Major Street</b>	<b>Eastbound</b>			<b>Westbound</b>				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	11	299	44	43	372	8		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	13	378	55	54	470	10		
Percent Heavy Vehicles	5	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
<b>Minor Street</b>	<b>Northbound</b>			<b>Southbound</b>				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	19	4	43	4	0	11		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	24	5	54	5	0	13		
Percent Heavy Vehicles	0	0	2	10	0	7		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (vph)	13	54	83			18		
C (m) (vph)	1067	1135	368			349		
v/c	0.01	0.05	0.23			0.05		
95% queue length	0.04	0.15	0.85			0.16		
Control Delay	8.4	8.3	17.6			15.9		
LOS	A	A	C			C		
Approach Delay	--	--	17.6			15.9		
Approach LOS	--	--	C			C		

# TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CATRIONA SUMRAIN	Intersection	BROCKMAN & 135th
Agency/Co.	LANCASTER ENGINEERING	Jurisdiction	CITY OF BEAVERTON
Date Performed	06/26/2003	Analysis Year	BACKGROUND + SITE (2004)
Analysis Time Period	SCHOOL PEAK HOUR		
Project Description SOUTHWEST HILLS BAPTIST CHURCH			
East/West Street: BROCKMAN ROAD		North/South Street: 135th AVENUE	
Intersection Orientation: East-West		Study Period (hrs): 0.25	
Vehicle Volumes and Adjustments			

## Vehicle Volumes and Adjustments

Major Street	Eastbound						Westbound		
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume	11	340	45	44	378	8			
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79			
Hourly Flow Rate, HFR	13	430	56	55	478	10			
Percent Heavy Vehicles	5	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	1	1	0	1	1	0			
Configuration	L		TR	L		TR			
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume	61	8	81	8	0	11			
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79			
Hourly Flow Rate, HFR	77	10	102	10	0	13			
Percent Heavy Vehicles	0	0	2	10	0	7			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration		LTR			LTR				
Delay, Queue Length, and Level of Service									
Approach	EB	WB	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L		LTR			LTR		
v (vph)	13	55		189			23		
C (m) (vph)	1060	1085		295			234		
v/c	0.01	0.05		0.64			0.10		
95% queue length	0.04	0.16		4.09			0.32		
Control Delay	8.4	8.5		36.6			22.1		
LOS	A	A		E			C		
Approach Delay	--	--	36.6			22.1			
Approach LOS	--	--	E			C			

# TWO-WAY STOP CONTROL SUMMARY

## General Information

Analyst **CATRIONA SUMRAIN**  
 Agency/Co. **LANCASTER ENGINEERING**  
 Date Performed **06/26/2003**  
 Analysis Time Period **SCHOOL PEAK HOUR**

## Site Information

Intersection **BROCKMAN & 135th**  
 Jurisdiction **CITY OF BEAVERTON**  
 Analysis Year **BACKGROUND + SITE (2004)**

Project Description **SOUTHWEST HILLS BAPTIST CHURCH**

East/West Street: **BROCKMAN ROAD**

North/South Street: **135th AVENUE**

Intersection Orientation: **East-West**

Study Period (hrs): **0.25**

## Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	340	45	44	378	8
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	13	430	56	55	478	10
Percent Heavy Vehicles	5	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19	8	81	8	0	11
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	24	10	102	10	0	13
Percent Heavy Vehicles	0	0	2	10	0	7
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	13	55		136				
C (m) (vph)	1060	1085		388			23	
v/c	0.01	0.05		0.35			0.10	
95% queue length	0.04	0.16		1.54			0.32	
Control Delay	8.4	8.5		19.2			22.1	
LOS	A	A		C			C	
Approach Delay	--	--		19.2			22.1	
Approach LOS	--	--		C			C	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CATRIONA SUMRAIN	Intersection	135th & SITE ACCESS
Agency/Co.	LANCASTER	Jurisdiction	CITY OF BEAVERTON
Date Performed	06/26/2003	Analysis Year	BACKGROUND
Analysis Time Period	SCHOOL PEAK HOUR		CONDITIONS (2004)
Project Description SOUTHWEST HILLS BAPTIST CHURCH			
East/West Street: CHRUCH DRIVEWAY		North/South Street: 135th AVENUE	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	64	1	2	87	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	0	81	1	2	110	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1	0	3	0	0	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	1	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

### Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		2		4				
C (m) (vph)		1528		928				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay		7.4		8.9				
LOS		A		A				
Approach Delay	--	--	8.9					
Approach LOS	--	--	A					

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CATRIONA SUMRAIN			Intersection	135th & SITE ACCESS			
Agency/Co.	LANCASTER			Jurisdiction	CITY OF BEAVERTON			
Date Performed	06/26/2003			Analysis Year	BACKGROUND + SITE (2004)			
Analysis Time Period	SCHOOL PEAK HOUR							
Project Description: SOUTHWEST HILLS BAPTIST CHURCH								
East/West Street: CHRUCH DRIVEWAY				North/South Street: 135th AVENUE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	64	12	66	100	0		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	0	81	15	83	126	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	1	0	3	0	0	0		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR	1	0	3	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		83		4				
C (m) (vph)		1510		840				
v/c		0.05		0.00				
95% queue length		0.17		0.01				
Control Delay		7.5		9.3				
LOS		A		A				
Approach Delay	--	--	9.3					
Approach LOS	--	--	A					

>

## TWO-WAY STOP CONTROL SUMMARY

### General Information

Analyst **CATRIONA SUMRAIN**  
 Agency/Co. **LANCASTER ENGINEERING**  
 Date Performed **06/26/2003**  
 Analysis Time Period **SCHOOL PEAK HOUR**

### Site Information

Intersection **BROCKMAN & SITE ACCESS**  
 Jurisdiction **CITY OF BEAVERTON**  
 Analysis Year **EXISTING CONDITIONS (2003)**

Project Description **SOUTHWEST HILLS BAPTIST CHURCH**

East/West Street: **BROCKMAN ROAD**

North/South Street: **CHURCH DRIVEWAY**

Intersection Orientation: **East-West**

Study Period (hrs): **0.25**

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	344	2	2	421	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	0	435	2	2	532	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	0	1	0	0	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	2	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

### Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		2		3				
C (m) (vph)		1134		345				
v/c		0.00		0.01				
95% queue length		0.01		0.03				
Control Delay		8.2		15.5				
LOS		A		C				
Approach Delay	--	--	15.5					
Approach LOS	--	--	C					

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CATRIONA SUMRAIN	Intersection	BROCKMAN & SITE ACCESS
Agency/Co.	LANCASTER ENGINEERING	Jurisdiction	CITY OF BEAVERTON
Date Performed	06/26/2003	Analysis Year	BACKGROUND + SITE (2004)
Analysis Time Period	SCHOOL PEAK HOUR		

Project Description		SOUTHWEST HILLS BAPTIST CHURCH	
East/West Street:		BROCKMAN ROAD	North/South Street: CHURCH DRIVEWAY
Intersection Orientation:		East-West	Study Period (hrs): 0.25

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	375	54	25	428	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	0	474	68	31	541	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	0	1	0	0	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	2	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

### Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		31		3				
C (m) (vph)		1037		283				
v/c		0.03		0.01				
95% queue length		0.09		0.03				
Control Delay		8.6		17.9				
LOS		A		C				
Approach Delay	--	--	17.9					
Approach LOS	--	--	C					

## TWO-WAY STOP CONTROL SUMMARY

### General Information

Analyst *CATRIONA SUMRAIN*  
 Agency/Co. *LANCASTER ENGINEERING*  
 Date Performed *06/26/2003*  
 Analysis Time Period *SCHOOL PEAK HOUR*

### Site Information

Intersection *BROCKMAN & SITE ACCESS*  
 Jurisdiction *CITY OF BEAVERTON*  
 Analysis Year *BACKGROUND + SITE (2004)*

Project Description *SOUTHWEST HILLS BAPTIST CHURCH*

East/West Street: *BROCKMAN ROAD*

North/South Street: *CHURCH DRIVEWAY*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	375	54	25	428	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	0	474	68	31	541	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2	0	1	0	0	0
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Hourly Flow Rate, HFR	2	0	1	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

### Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		31		3				
C (m) (vph)		1037		283				
v/c		0.03		0.01				
95% queue length		0.09		0.03				
Control Delay		8.6		17.9				
LOS		A		C				
Approach Delay	--	--	17.9					
Approach LOS	--	--	C					



March 9, 2004

Dave Farquhar  
9100 SW 135<sup>th</sup> Avenue  
Beaverton, OR 97008

*RE: SW Hills Baptist Church*

Dear Dave:

RECEIVED

MAR 30 2004

City of Beaverton  
Development Services

We have completed our addendum to the traffic impact study for the SW Baptist Church school project following the comments received from the City of Beaverton. There were several issues of concern with the project, each of which will be addressed separately. The findings of the additional analysis are reported in this letter, and supporting data is included in the attached technical appendix.

1. The traffic volumes at the intersection of Brockman Road and 135<sup>th</sup> Avenue are higher during the morning peak hour than the evening peak hour. This is likely due to the location of Hiteon Elementary School, which is located on Brockman Road about one block west of the site. A morning peak hour analysis was performed to determine the operation of the Brockman Road/135<sup>th</sup> Avenue intersection for the proposed church school. The analysis was made using the same assumptions from the original report.

Another scenario was added to the report for this analysis. The additional scenario assumed no internal traffic control at the site access points and allowed the drivers to choose their own entering and exiting driveways. Drivers will choose routes that appear to offer the lowest delays. Since it is the northbound left turns at the Brockman Road/135<sup>th</sup> Avenue intersection that have the highest delays it can be assumed that, given a choice, at least some of the drivers would avoid this movement. The northbound left turns were adjusted at both the Brockman Road driveway and the Brockman Road/135<sup>th</sup> Avenue intersection until the delays at both intersections were approximately equal.

The results of the capacity analysis showed that the intersection of Brockman Road and 135<sup>th</sup> Avenue is currently operating at level of service D and would continue to operate at D during the morning peak hour for background traffic.



Dave Farquhar  
March 9, 2004  
Page 2 of 5

If the direction of the site traffic is not controlled, but instead the drivers are allowed to choose their routes, the level of service can be expected to be D at the Brockman Road/135<sup>th</sup> Avenue intersection. Drivers will naturally choose routes with the lowest potential delay and it can be safely assumed that if the delay increases at the Brockman Road/135<sup>th</sup> Avenue intersection, some drivers would take alternative routes to avoid the left turn movement.

The level of service becomes F if the site traffic enters from Brockman Road and exits onto 135<sup>th</sup> Avenue and becomes E if the site traffic enters at 135<sup>th</sup> Avenue and exits onto Brockman Road.



Dave Farquhar  
March 9, 2004  
Page 3 of 5

**LEVEL OF SERVICE SUMMARY**  
**Southwest Hills Baptist Church School**

	AM Peak Hour	
	<u>LOS</u>	<u>Delay</u>
<i>Brockman Road &amp; 135th Avenue</i>		
Existing Conditions	D	27
Background Conditions	D	27
Background + Site Trips <sup>1</sup>	D	32
Background + Site Trips <sup>2</sup>	F	52
Background + Site Trips <sup>3</sup>	E	35
<i>135th Avenue &amp; Site Access</i>		
Existing Conditions	A	9
Background Conditions	A	9
Background + Site Trips <sup>1</sup>	A	9
Background + Site Trips <sup>2</sup>	A	9
Background + Site Trips <sup>3</sup>	A	8
<i>Brockman Road &amp; Site Access</i>		
Existing Conditions	C	18
Background Conditions	C	19
Background + Site Trips <sup>1</sup>	C	25
Background + Site Trips <sup>2</sup>	A	10
Background + Site Trips <sup>3</sup>	C	23

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

<sup>1</sup> no on-site traffic control

<sup>2</sup> site trips entering at Brockman & exiting at 135th

<sup>3</sup> site trips entering at 135th & exiting at Brockman



Dave Farquhar  
March 9, 2004  
Page 4 of 5

2. The original traffic report used the trip rates from the Grace Community Church to determine the number of trips generated by the proposed development. The Grace Community Church is currently located at Sagert Street and 72<sup>nd</sup> Avenue in Tualatin, Oregon with new facilities proposed for construction at Norwood Road and Boones Ferry Road. The Grace Church project proposed a private school and day care and was proposed to open with 150 students and would eventually accommodate a maximum population of 1,200 students. The trip rates for the student portion of the total population were separated from the trip rates for the day care portion and the school trip rates were used in the original SW Hills Baptist Church traffic report.
3. The morning peak hour occurs from 7:15 to 8:15 AM. From traffic counts provided by the City of Beaverton, the evening peak hour was shown to occur from 5:00 to 6:00 PM.
4. The trip distribution percentages are given in the technical appendix attached to the original traffic report. A copy of the trip distribution is also included in the attached technical appendix.
5. Requiring the site traffic to exit on 135<sup>th</sup> Avenue would increase the delay of the Brockman Road/135<sup>th</sup> Avenue intersection to level of service F. However, the scenarios that were examined for this and the original traffic report illustrate possibilities for on-site traffic control. They were examined to compare the alternatives in order to allow both the City and the church to determine a form of traffic control (if any was desired) that would be acceptable to both parties.

Of the alternatives examined, allowing the drivers to choose the most convenient routes would provide the overall best operation of the nearby intersections. However, if some form of on-site traffic control is desired for the safety of the school children walking through the site, the scenario having the site traffic enter at 135<sup>th</sup> Avenue and exit at Brockman Road would result in all of the nearby intersections functioning at level of service E or better.

It is the influence of the Hiteon Elementary School to the west that increases the traffic volumes on Brockman Road during the morning peak hour. Adding the site traffic to the existing school volumes does have a noticeable impact on the Brockman Road/135<sup>th</sup> Avenue intersection. The traffic counts for the intersection show that the eastbound and westbound volumes on Brockman Road decrease considerably after about 8:15 AM, so it can be expected that the level of service at the intersection would improve after this time. If the church school were



Dave Farquhar  
March 9, 2004  
Page 5 of 5

able to start classes after this time, the impact of the site traffic on the nearby intersections would be reduced.

6. Typically, the 85<sup>th</sup> percentile speed is used for design purposes. In this project, the speed of the traffic on Brockman Road would only be relevant for determining sight distance at the Brockman Road driveway. The posted speed is normally based on the 85<sup>th</sup> percentile speed. Typically the posted speed is used to determine adequate sight distance unless there are conditions that suggest the actual travel speed would be higher than the posted speed, such as vehicles coming down a hill. There are no conditions in the area that would suggest the traffic is traveling at significantly higher speeds than what is posted, so using the posted speed for sight distance is appropriate. There are no restrictions to the sight distance at either of the site driveways and sight distance is considered adequate at both site driveways.

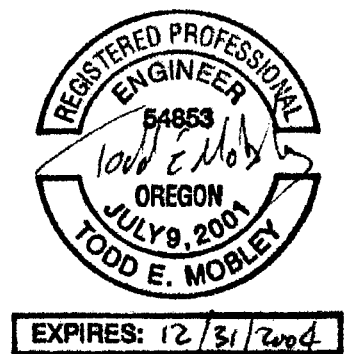
If you have any questions about this addendum letter or the original traffic study, please do not hesitate to call me.

Yours truly,

Catriona Sumrain  
Engineering Technician

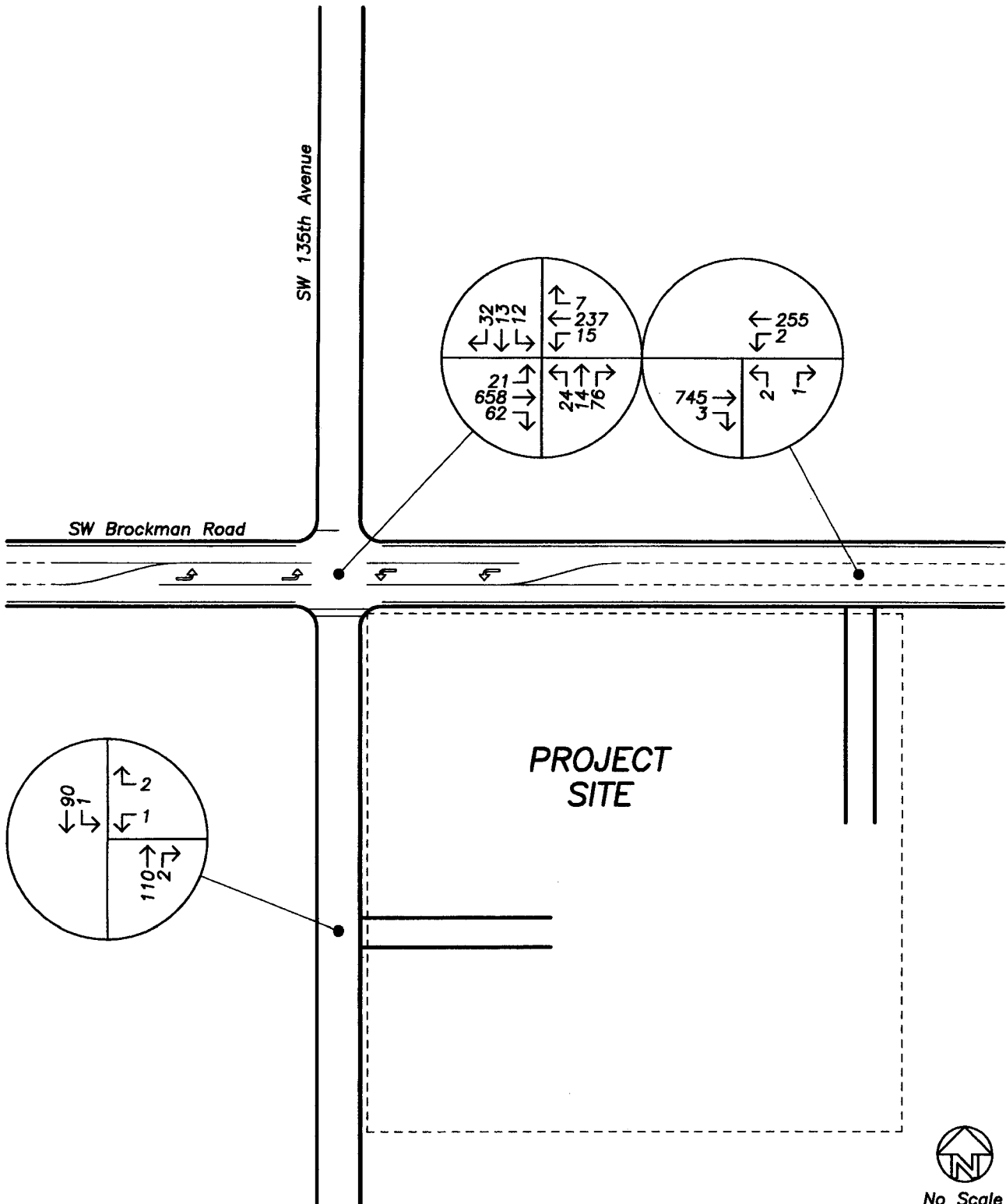
Attachments: City of Beaverton letter (February 18, 2004)  
Technical Appendix

Cc: Don Gustafson, City of Beaverton  
Rick Elzinga, SW Hills Baptist Church





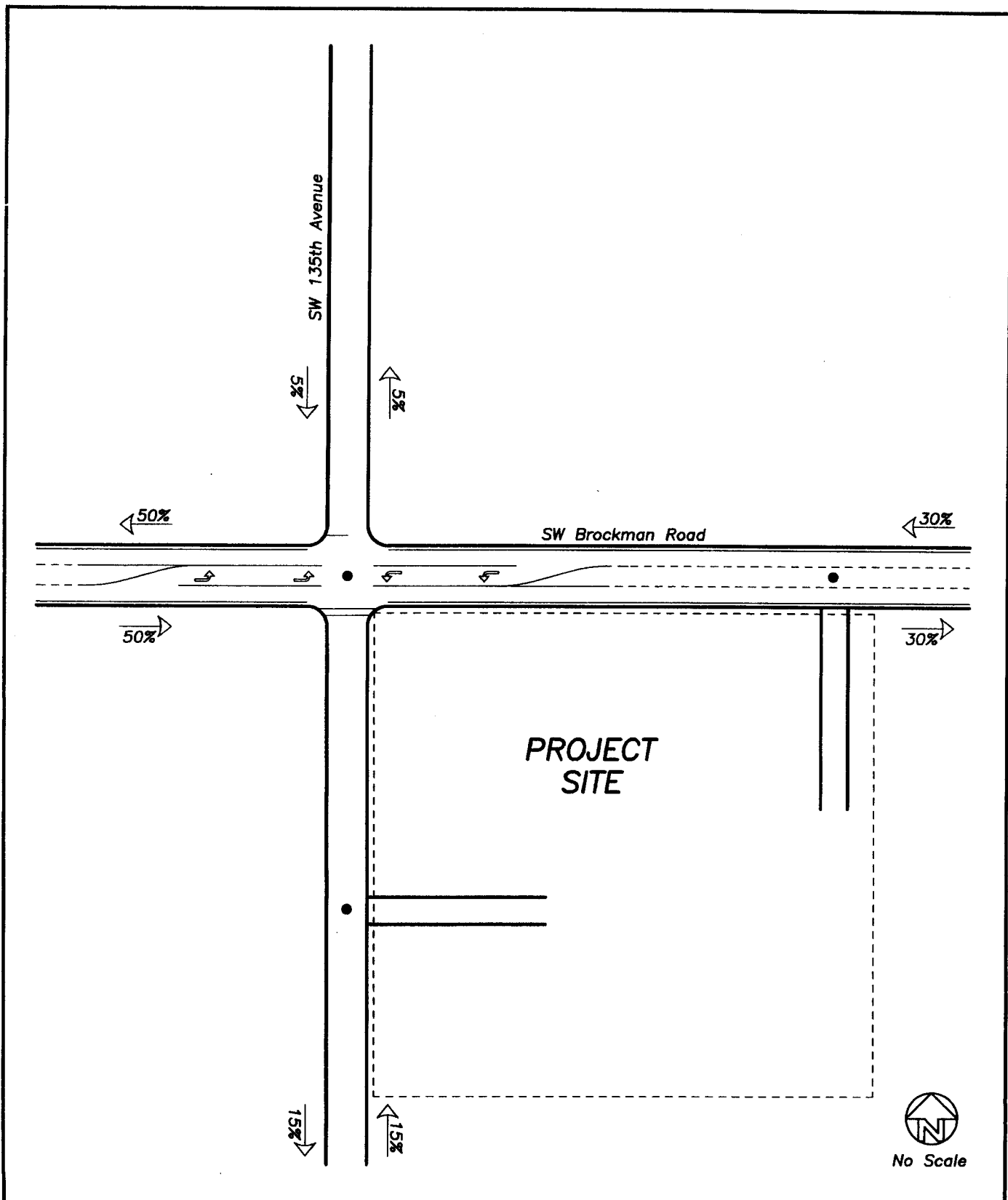
## *TECHNICAL APPENDIX*



Le

# TRAFFIC VOLUMES Existing Conditions AM Peak Hour

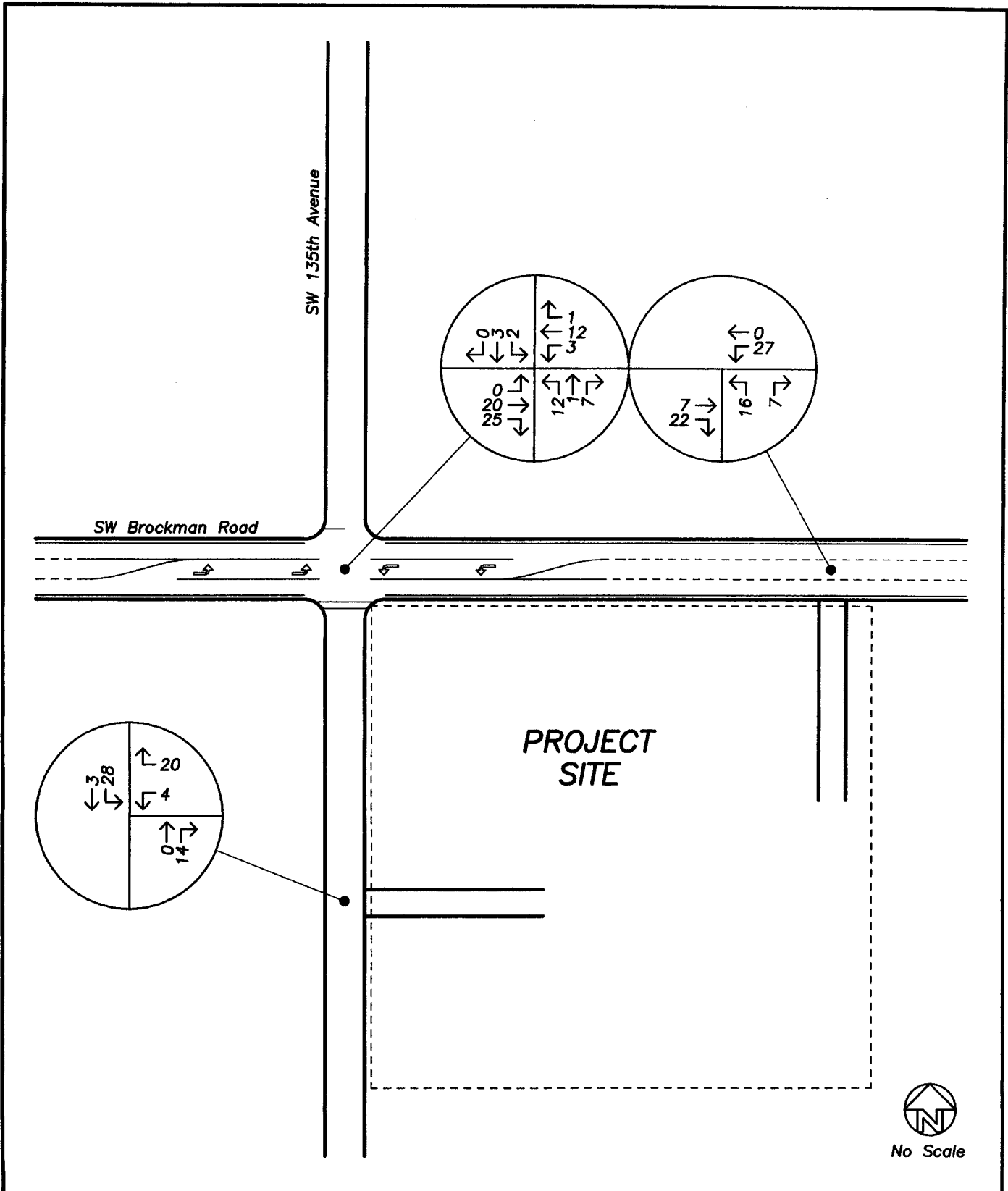
SWBC1.dwg



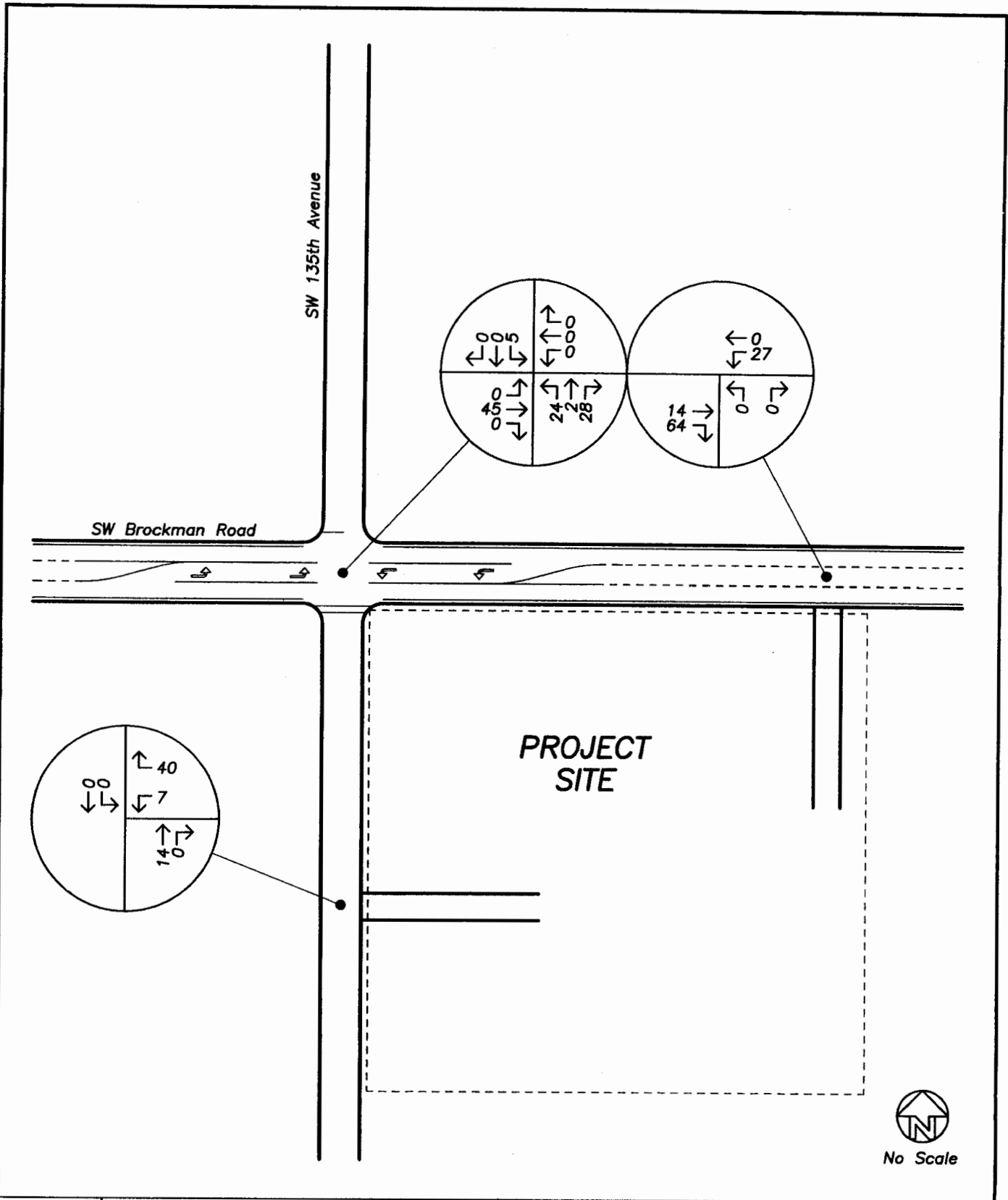
1e

# SITE TRIP DISTRIBUTION Inbound & Outbound Percentages AM Peak Hour

SWBC1.dwg



**TRAFFIC VOLUMES**  
 Site Trips (No On-Site Traffic Control)  
 AM Peak Hour

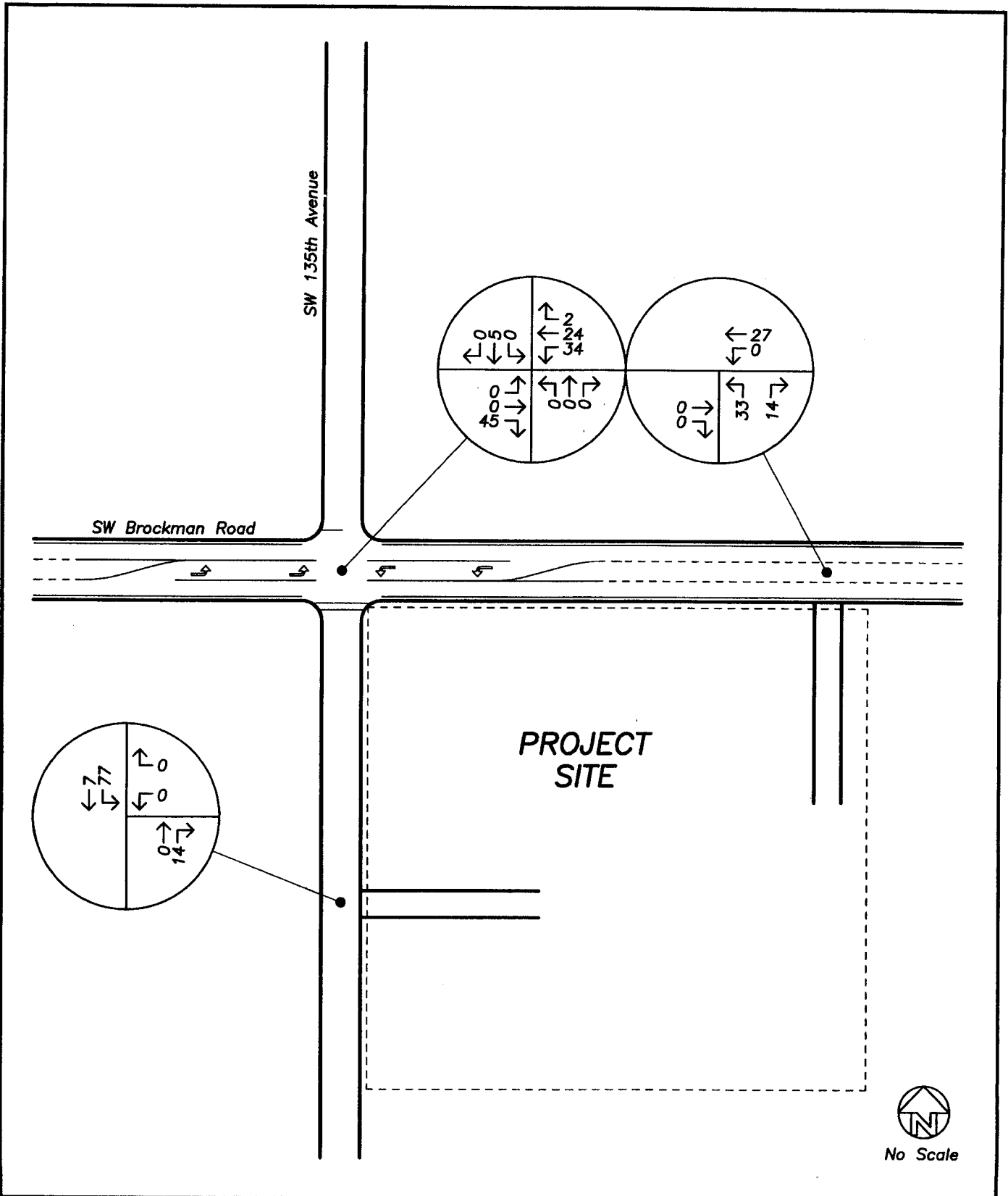


Le

TRAFFIC VOLUMES  
Site Trips (Enter on Brockman Road)  
AM Peak Hour

334

SWBC1.dwg

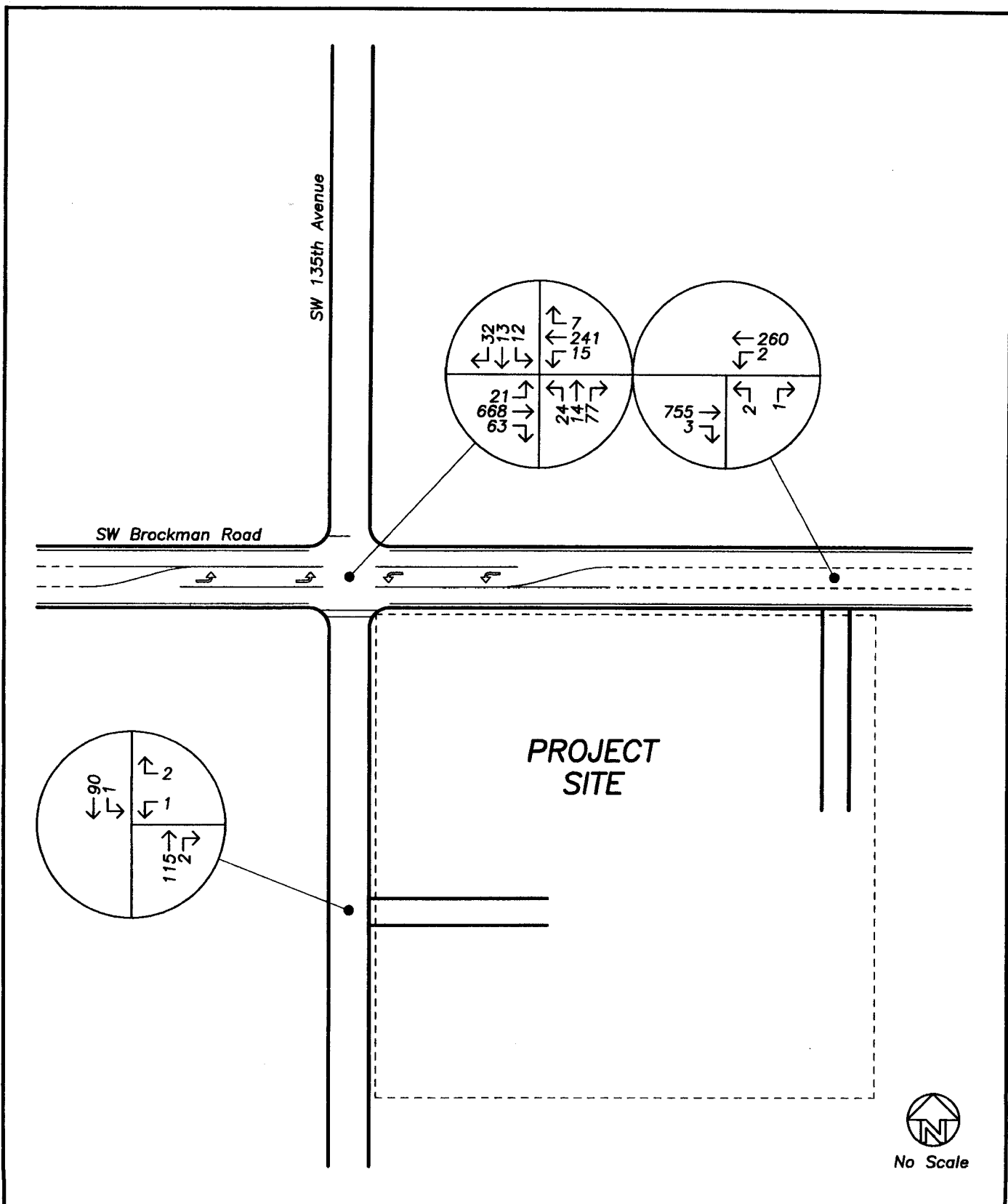


1e

# TRAFFIC VOLUMES Site Trips (Enter on 135th Avenue) AM Peak Hour

335

SWBC1.dwg

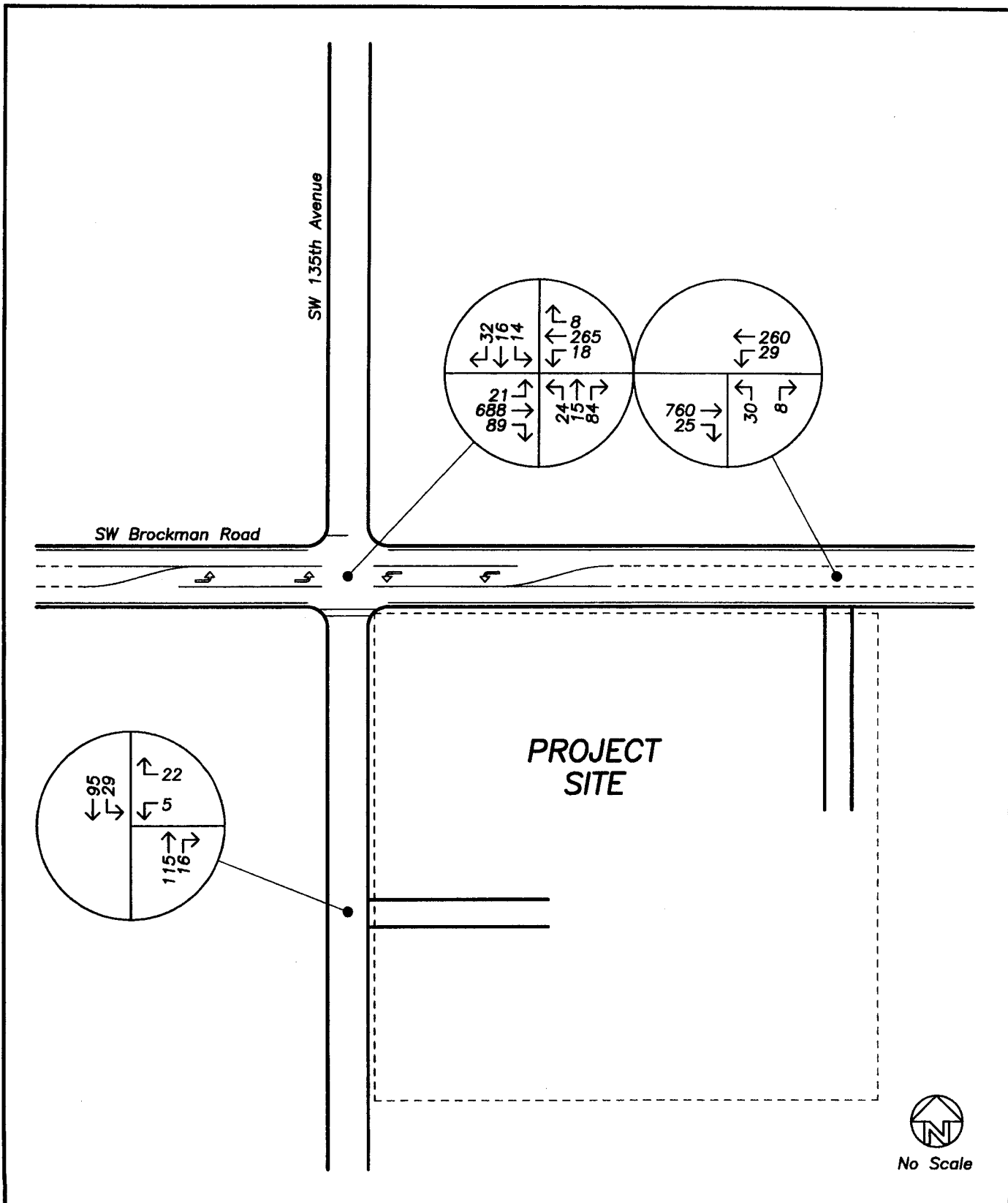


Le

TRAFFIC VOLUMES  
Background Conditions  
AM Peak Hour

336

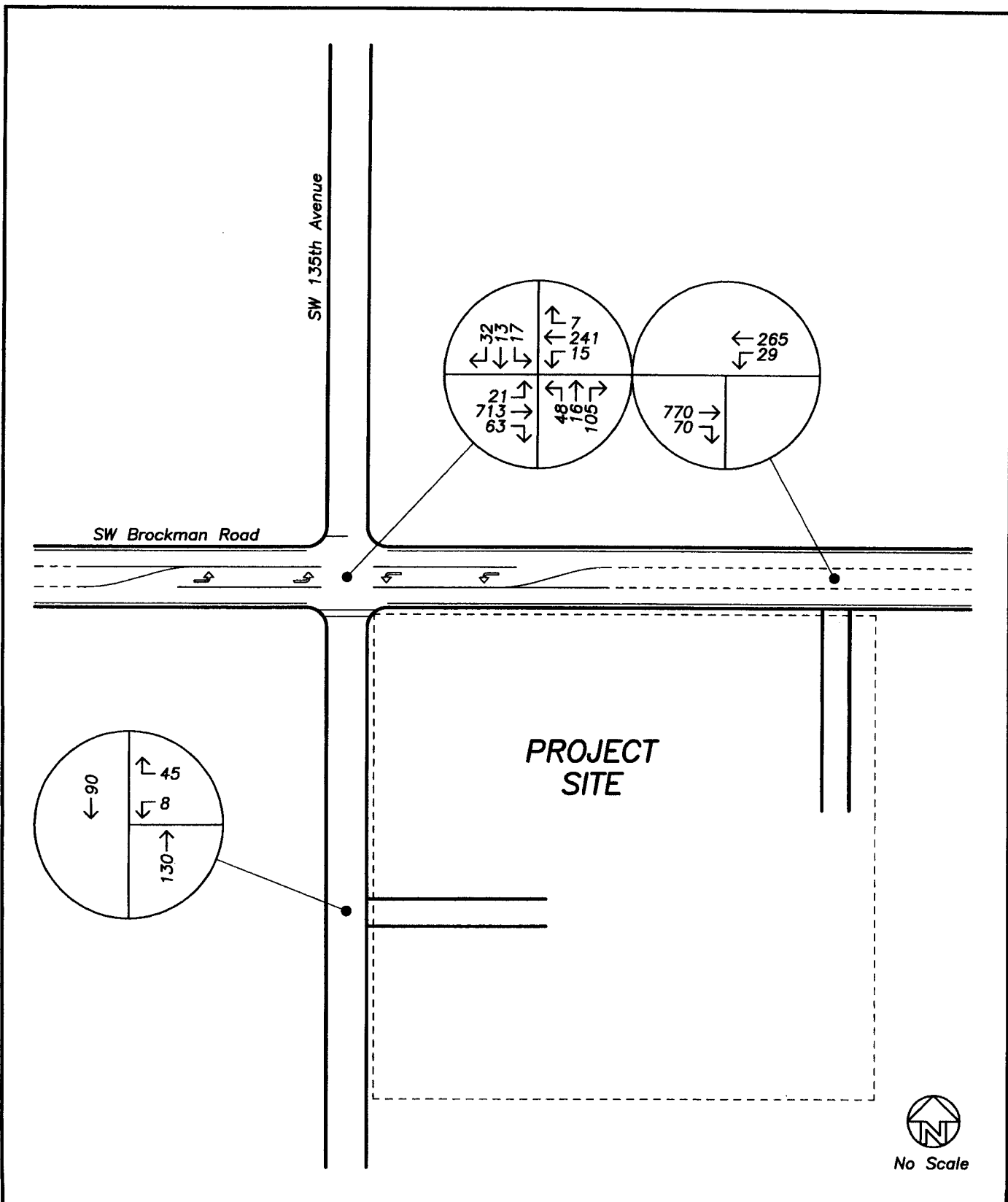
SWBC1.dwg



1e

**TRAFFIC VOLUMES**  
 Background + Site Trips (No On-Site Traffic Control)  
 AM Peak Hour

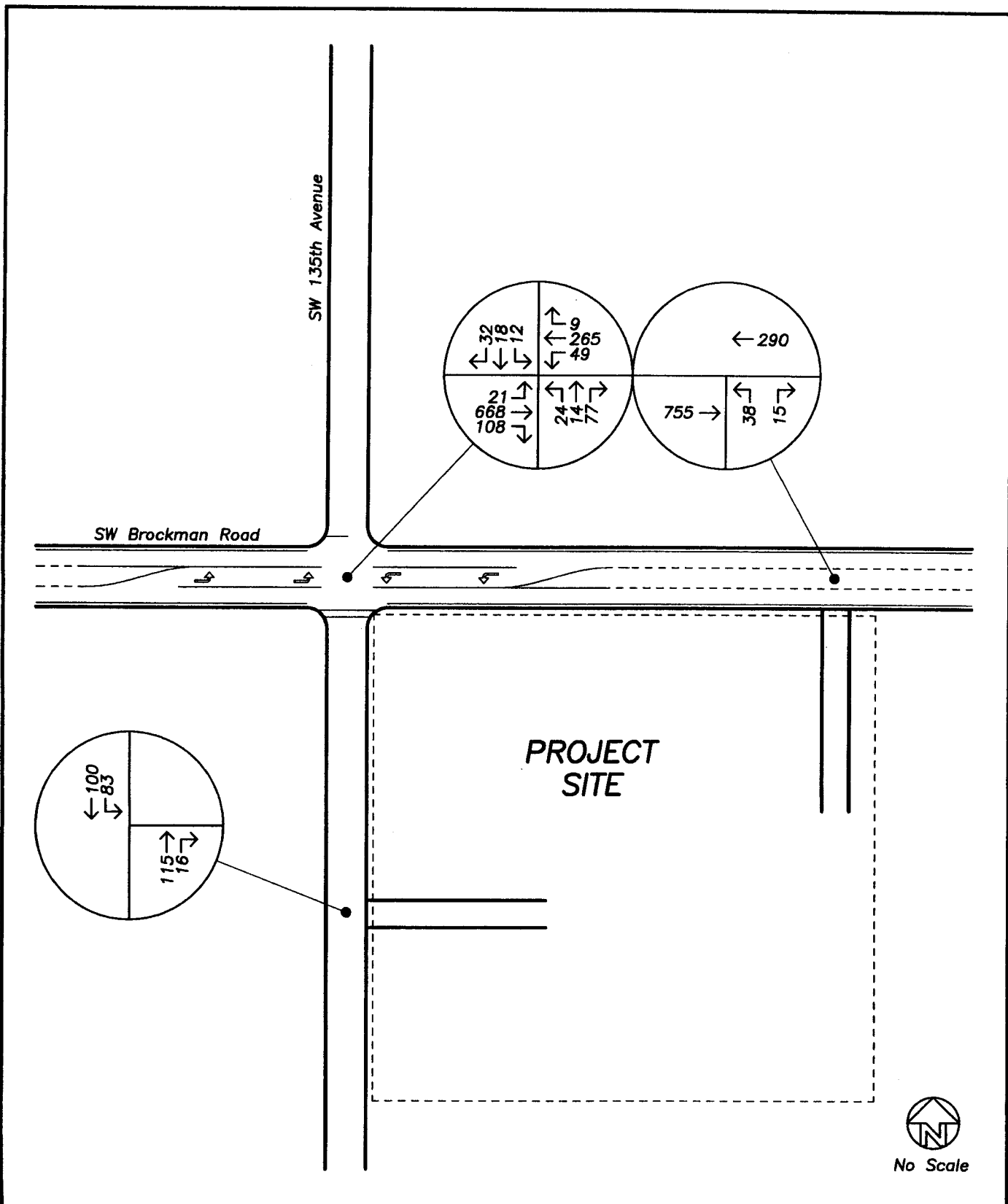
SWBC1.dwg



Le

TRAFFIC VOLUMES  
Background + Site Trips (Enter on Brockman Road)  
AM Peak Hour

SWBC1.dwg



1e

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### **Noise Reduction Plan**

Since three of our neighbors made us aware of noise coming from our property, we have met to brainstorm and implement strategy to reduce this.

#### **Steps Already Taken**

- We have raised the issue with our people to sensitize them to the problem and the need we all have to take responsibility to decrease the noise level.
- We have directed our leaders to move as many events as possible to either inside our buildings or to the northeast part of our property (furthest away from neighbors).
- We have sent a letter to all neighbors bordering our property asking them what landscaping additions we can make to be better neighbors and offering to add trees as sound and visual barriers (subject to city approval).
- We have placed a sign on our property reminding our people to keep quiet in the area nearest our neighbors.
- We have built a new building which not only gives us needed space but also moves much of our activity to the side of our property furthest from our neighbors.

#### **Steps Currently Being Taken**

- In response to the request of one neighborhood family, we are submitting a design review plan to the city to plant approximately 20 more trees or shrubs along our south border.
- We are requesting the THPRD to allow us to use Hiteon Park (just across the street from us) as a play area for our school.
- We are more closely monitoring the noise level and doing better at supervising our children when they are outside.
- With the addition of our new building, we now have two large indoor play areas that our children are utilizing.

#### **Steps We Are Considering**

- Increasing the height of our fence to provide more of a sound and visual barrier for our neighbors.
- Assigning outdoor supervisors as part of our school plan who would keep noise at a minimum.

Note: To put this issue into perspective, you should know that in the last 20 years we are aware of only three neighbors that have complained about noise. One of the three, who has bordered our property for many years, only complained once. Another, who has bordered our property for over 15 years, has complained about five times. Any other noise complaints that we know of have come from only one neighbor. And several neighbors have specifically told us that we are not a noise problem to them.

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## Southwest Hills Homeschool Co-op

1. The number of students by grade is:

Grade	# Students
Pre-K	13
Kg	10
1	9
2	10
3	11
4	8
5	4
6	12
7	18
8	11
9	8
10	18
11	2
12	1
Total	135

(Most students only take one 90 minute class.)

2. The number of parents (our teachers) offering classes this quarter is 26.

3. Classes offered this quarter are:

Tuesdays: 9am-4:30 (Classes are 90 minutes long; about 40 students.)

- Jr High Math
- Band
- High School English
- Latin
- 8<sup>th</sup> grade Literature

Thursdays: 7:45-3:30 (Classes are 90 minutes long; about 135 students.)

- Chemistry
- Jr High Math
- Latin
- Spell to Read and Write
- American Girl History 2-4
- Life Science 6-7
- General Science 7-8
- Precept Bible Study
- Physical Science 8-10
- Creative Kids Preschool
- Kinderkids
- Mexico
- Blast Off
- Character Counts
- Scrabble
- Alto Recorder
- Investigations
- World History
- World Literature
- Beginning Drawing

4. **Events** include Presentation nights (3), begining and end of the year parties and a Christmas party. Presentations Nights are a cahnce for the the children to dsplay science projects, give musical recitals, and exhibit class work or projects. Thye usually are held on a weeknight from 7:00 to 9:30 PM The Christmas party is held by students during regular school hours.

5. All classes in the CO-OP are university style, meaning, a child may take one or more classes as needed. The vast majority of students may take only one class per quarter. Othere students will

## **Southwest Hills Homeschool Co-op**

take two or more classes, much like in a university setting. Because most students only come for one 90 minute class, there is no need for recess. These one class students come and leave, and most come for the 10:00 AM and Noon classes. Students who are here for more than one class and have extra time do a study hall or like to hang out together in the lobby, play 4 square in the sanctuary, or play on the lawn south of the new wing. Parents are in charge of their own children when they are not in classes.

Number of classes  
Taken by students

Grade	# Students	1	2	3	4	
Pre-K	13	13				
Kg	10	6	4			For example, 6 children take 1 class and 4 children take 2 classes.
1	9	4	5			
2	10	4	2	4		
3	11	8	2	1		
4	8	3	1	4		
5	4	4				
6	12		7	5		
7	17	1	3	5	8	
8	11	5	4	2		
9	9	3	4	1	1	
10	18	6	2	9		
11	2		1		1	
12	1	1				
Total	134	58	35	31	10	
		43%	26%	23%	7%	43% take 1 class, 26% take 2 classes and so forth.

Dave,

Here's the information you requested. The red letters are the number of kids in the classes. Any other numbers are the grades of the children in the class. The 2nd table indicates the approximate number of classes each child is enrolled in. If it's not clear, give me a call. (503)591-1524.

### 3rd Quarter Classes:

#### Tuesday

	Jr High Math 9 6-9	High School English 10 9-12		Band 12
		Latin 4 7-10		

#### Thursday

Chemistry 10 9-11	Jr High Math 9 6-9	Spell to Read and Write 9 Kg-2	Creative Kids Preschool 11 4 yrs	Beginning Drawing 2nd & up 19	
	Latin (9:00-10:00) 4 7-10	American Girl History 2-4 19	Kinderkids 7 KG	Investigations 6- 7 7	
		Life Science 6- 7 13	Blast Off! 1-2 17	World Literature 9-12 7	
		General Science 7-8 10	Mexico 3-4 16		
		Physical Science 8-12 21	Character Counts 4-6 5		
			Scrabble 19 5-8		
			Alto Recorder 6& up 2		
			Investigations 6-7 14		
			World History 9-12 18		

Continued on next page...



**TUALATIN  
HILLS  
PARK &  
RECREATION  
DISTRICT** ADMINISTRATION OFFICE

15707 S.W. Walker Rd. • Beaverton, Oregon 97006 • (503) 645-6433 • FAX (503) 690-9649  
www.thprd.org

March 11, 2004

Dave Farquhar  
Mission Increase Foundation  
5665 SW Meadows, Suite 160  
Lake Oswego, OR 97035

Re: Hiteon Park

Dear Dave:

This is to confirm our conversation regarding the use of Hiteon Park by Cor Deo Christian Academy, located at 135<sup>th</sup> and Brockman. It is our understanding that Cor Deo Christian Academy will occasionally use this public park for recess and school activities. As such, Cor Deo Christian Academy agrees to abide by the rules and regulations of Tualatin Hills Park and Recreation District as posted.

Please note that the ball fields adjacent to Hiteon Park, while maintained by Tualatin Hills Park and Recreation District belong to Hiteon Elementary School. As such, we cannot authorize their usage during school hours.

If you have any questions, please feel free to contact me at 503.645.6433.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark A. Hokkanen", is written over a horizontal line.

Mark A. Hokkanen  
Risk and Contract Manager

Cc: Jim McElhinny  
Keith Hobson

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## **EXHIBIT 4**

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**Materials Submitted by the Public, as Testimony**

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To: The City of Beaverton  
Community Development Department  
Development Services Division  
4755 SW Griffith Drive  
Beaverton, OR 97016  
526-2420

RECEIVED

MAR 24 2004

City of Beaverton  
Development Services

Re: Case File No./Project Name: CU2004-0002 SW Hills Baptist Church Private School: Use

Staff Planner: Sambo Kirkman (350-4083)

March 16, 2004

While Pastors Rick and Kerry, as well as Jim, the youth coordinator, have been very cooperative and communicative regarding the proposed school at their Church, I do have some concerns about potential problems that could arise from its implementation. Primarily, my concerns are for the potential for excessive noise from before, during, and after-school activities—based on problems we have encountered in the past (please see below)—and possible changes in the traffic patterns on adjacent streets that could cause problems for the regular neighborhood traffic.

#### Noise

While in most cases, the past noise problems have been nothing more than “kids being kids,” it still created a nuisance. Unfortunately and unintentionally, through past improvements—i.e., erecting new buildings and paving the parking lot—the Church has created sort of an amphitheater. All of the sound from the parking lot side seems to be amplified...and then carried directly into our backyard. If proper steps are taken (also see below)—most of which Pastors Rick and Kerry have agreed to provide—and there is proper adult supervision of the students during all times that they are on the property, then I believe that these problems can be minimized in the future. *Further, I would ask that these steps, which Rick, Kerry, and I have discussed and which they have agreed to do or consider, be included as conditions to the issue of the use permit.*

#### Traffic

While it is difficult to predict the impact the additional traffic (due to the creation of the school) may have on the traffic patterns on the adjacent streets, I have some suggestions that I believe would minimize the potential problems (again, see below).

#### Expansion plans

Finally, I do have concerns that this school may be just the tip of an unknown iceberg...unknown future plans that maybe the Church's staff and members have not even formulated yet. *I do know that the Church has an expansion fund in place.* Although I'm sure that any future plans would have to comply with another application for a use permit, I would hate to see, even a small step at a time, the corner of Brockman and 135<sup>th</sup> become the religious equivalent of a 7-Eleven.

#### Previous problems:

1. Basketball games in the parking lot...which were bad enough until 9pm, but kids stayed until almost midnight, even though adult supervisors left at 9pm.
2. During an afternoon function, kids were kicking rocks at our fence; one went over the fence and hit our house
3. 8/20: excessive noise in the parking lot after 9:30pm (I ended up calling the Church)
4. 8/30: musical practice on the parking lot side of the Church until 9pm
5. 8/31: musical practice starting at 8:30am  
(in both cases, the music was way too loud...even in Pastor Rick's opinion)
6. 9/3 and 9/4: noisy kids playing in the Church's “backyard” (parking lot side)...with adults on the property who appeared not to be supervising the activity or the noise level.
7. 9/9: loud volleyball game that ran to 8:45pm.

Obviously, this is more of a problem during the spring, summer, and early fall than it is from November to March. Since my complaints, and the dialogue that Pastors Rick and Kerry, and Jim began last fall with my wife and myself, things have gotten better. Part of this is due to a concerted effort on Jim's part to schedule many outside activities either off-site or on the opposite side of the Church from our home—which we greatly appreciate. However, of course, part of this also is due to the weather between November and March—which severely curtails outside activities at the Church. Recently—on nice days—I have noticed that, even in the absence of organized activities, there is more noise in the parking lot (even before and after Church services on Sundays, when children will yell just on their way between their car and the building). When it is in the front of the minds of the adults or the parents that they are attending Church in the middle of a suburban neighborhood, then I have noticed the appropriate level of supervision that keeps their children more quiet. When it is not in the front of their minds, the noise noticeably escalates.

**Projects already discussed and/or promised:**

1. Planting and maintaining 20 additional trees, 8 to 10 feet high, between our property and the Church (arborvitae or an equivalent tree that would do better in the shade).  
*(Rick and Kerry have agreed to provide this)*
2. A fence around the perimeter of the Church property.
3. A playground area between the Church and the corner of 135<sup>th</sup> and Brockman, to use instead of the parking lot, for outside activities.
4. To minimize the use of the property between the Church and our house, and maximize the use of the other side of the property and also off-site locations for outside activities.  
*(this has been promised and, in my opinion, could not be fully implemented without a fence and a playground area on the property—mentioned in numbers 2 and 3 above—to accommodate on-site activities)*
5. To continue to remind adults and parents that the Church is in the middle of a suburban community, and children should be supervised and act accordingly.

**Traffic patterns:**

While this may not be a problem at all, I think a few things may help to keep it from becoming a problem:

1. All cars enter the Church from the west directly into the parking lot access from Brockman. This will prevent left hand turns onto 135<sup>th</sup> from Brockman or into the Church from 135<sup>th</sup> which could delay other traffic.
2. All cars leave the Church from the same egress point, onto Brockman, so that no cars will be making a left hand turn from 135<sup>th</sup> onto Brockman and delaying traffic on 135<sup>th</sup>.
3. No cars will leave the Church via 135<sup>th</sup> and will not travel south on 135<sup>th</sup> through the neighborhood.

Thank you for your consideration in this matter. If you would like any further information or need to contact me, I can be reached at the address or phone numbers below.

Sincerely,

Jon Greenblatt

9460 SW New Forest Drive  
Beaverton, OR 97008

503-590-9231  
503-810-7518

cc: Pastor Rick Elzinga  
Pastor Kerry Francetich

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

9/20/04

**SUBJECT:** An Ordinance Amending Beaverton Code Section 6.02.250 to Create an Offense for Vehicle Parking in a Fire Lane Located on Privately-owned Premises Open to the Public

**FOR AGENDA OF:** 9/13/04 **BILL NO:** 04190

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** City Attorney 

**DATE SUBMITTED:**

**CLEARANCES:** Police  
CDD



Second Reading and Passage

**PROCEEDING:** ~~First Reading~~

**EXHIBITS:** 1. Text in highlight/strikethrough  
2. Ordinance for adoption

### **BUDGET IMPACT**

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$ 0.00	BUDGETED \$ 0.00	REQUIRED \$ 0.00

### **HISTORICAL PERSPECTIVE:**

The City Attorney's office was contacted by members of the Community Service policing detail with situations where, on private streets in subdivisions, citizens have reported cars parked such that they block premises clearly signed and striped with fire lane warnings.

Existing City Code sections have been previously interpreted to allow citing such cars for parking offenses, however the authority exists through a complicated, many-layered connection between city code sections and state law provisions that authorize enforcing fire lane obstruction. Examples of such premises are privately-owned subdivision streets or a commercial area's parking lot.

Existing state law authorizes a private landowner to commence the immediate impound of a car blocking a fire lane on private property. A property owner delivers notice of such an impound to the Police Department, but the City does not initiate the impound as the involved property is private in nature.

### **INFORMATION FOR CONSIDERATION:**

This offense uses descriptive terms found in the Uniform Fire Code, 1997 version, at Sections 901 and 902. The concept of premises open to the public derives from the Oregon Vehicle Code.

Enforcement of this violation resembles enforcement of handicapped reserved parking in terms of severity and public interest. However, the fine for this violation is lower than for a handicapped violation which carries a fine established under state law.

This Ordinance simplifies the City Code. It clarifies the fire lane infraction process. The infraction is in addition to and not in lieu of a property owner's right to impound vehicles under ORS 98.810 to .812.

### **RECOMMENDED ACTION:**

~~Conduct first reading.~~

Second Reading and Passage.

**Agenda Bill No:** 04190

**ORDINANCE NO. 4321**

**AN ORDINANCE AMENDING SECTION 6.02.250  
OF THE BEAVERTON CODE TO CREATE AN OFFENSE  
FOR VEHICLE PARKING IN A FIRE LANE LOCATED ON  
PRIVATELY-OWNED PREMISES OPEN TO THE PUBLIC**

WHEREAS vehicles sometimes park in obstruction of fire lanes established for the fire safety of persons and premises; and

WHEREAS the parking offense created in this section is an enforcement device intended to supplement, and not eliminate or otherwise alter, the state law right of a property owner to have a vehicle impounded for blocking a fire lane; now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1.** Beaverton Code section 6.02.250 is amended to read as follows:

**6.02.250 Obstructing Streets.**

A. No unauthorized person shall obstruct the free movement of vehicles or pedestrians using the streets.

B. No person shall park or stand a motor vehicle in such a manner that it constitutes a hazardous vehicle as defined in BC 6.05.010.

C. No person shall park or stand a vehicle upon or obstructing any street or other premises open to the public marked with a curb or surface marking, or posted with a sign, indicating the premises are set aside as a fire lane, fire apparatus access road, or access curb.

**Section 2.** This Ordinance is not intended to limit the authority of a property owner to impound an improperly parked vehicle under the authority of ORS 98.810 to .812 or any other applicable provision of law.

First reading this 13th day of September, 2004.

Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

APPROVED:

\_\_\_\_\_  
SUE NELSON, City Recorder

\_\_\_\_\_  
ROB DRAKE, Mayor

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** An Ordinance Amending Ordinance No. 4270 Authorizing the Sale and Issuance of Water Revenue and Refunding Bonds for the Purpose of Refunding the City's Outstanding Water Revenue Bonds, Series 1994 and Series 1997, and Declaring an Emergency

9/20/04  
**FOR AGENDA OF:** ~~9/13/04~~ **BILL NO:** 04191  
**Mayor's Approval:** *[Signature]*  
**DEPARTMENT OF ORIGIN:** Finance *[Signature]*  
**DATE SUBMITTED:** 9/10/04

**CLEARANCES:** City Attorney *WS*

**PROCEEDING:** ~~First Reading of Ordinance~~ Second Reading and Passage

**EXHIBITS:** Ordinance

### BUDGET IMPACT

EXPENDITURE REQUIRED \$-0-	AMOUNT BUDGETED \$-0-	APPROPRIATION REQUIRED \$-0-
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### HISTORICAL PERSPECTIVE:

On October 13, 2003, the Council adopted Ordinance 4270; an Amended and Restated Master Water Revenue Bond Ordinance. This Ordinance authorized the issuance of water revenue bonds to provide the following:

1. Water Revenue Bond Series 1992 – Amount of Bonds Outstanding \$3,060,000. - Refunded all outstanding bonds plus interest to the call date.
2. Water Revenue Bond Series 1994 - Amount of Bonds Outstanding \$8,670,000 - Refunded \$4,500,000 (the callable portion at that time) in principal plus interest to the call date.
3. Water Revenue Bond Series 1997 – Amount of Bonds Outstanding \$7,870,000 – No bonds were refunded due to the interest rates at the time of issuance.
4. New Water Revenue Bonds - Issued up to \$3,000,000 in new funding for water system projects.

The bond issue was completed on January 1, 2004 in the amount of \$10,375,000.

Interest rates have now improved to refund the remaining outstanding 1994 water bonds and the now callable portion of the outstanding 1997 water bonds with the condition that the new bond sale take place on or before October 5, 2004, which is the expiration date of the redemption securities that the City's bond underwriter has secured. The Oregon Municipal Debt Advisory Committee requires that refunding issues provide a minimum 3% net present value savings. The City's Financial Advisor, Regional Financial Advisors, Incorporated of Portland, Oregon (RFA), has performed a preliminary review on refunding the remaining callable portions of principal obligations for both the 1994 and 1997 issues. The preliminary review (performed on September 3, 2004) results in an interest cost savings of approximately \$518,950, which is a 4.895% net present value savings over the remaining life of the issues. Since the bond sale would occur less than one month from now, the actual cost savings and net present value savings will change from the estimates previously stated based upon the market conditions that will exist at the time of the proposed bond sale. However, at the time of the bond sale, the net present value savings must be at least 3%, otherwise the bond sale would not be completed.

**INFORMATION FOR CONSIDERATION:**

The City's Bond Attorney has prepared the attached Ordinance which amends Ordinance 4270 and authorizes the issuance of a new Water Refunding Bond Series 2004B in an amount not to exceed \$11,000,000 for the following:

- Water Revenue Bond Series 1994 - Amount of Bonds Outstanding \$3,585,000 - Refund all outstanding bonds totaling 3,585,000 (currently callable) in principal plus interest to the call date.
- Water Revenue Bond Series 1997 – Amount of Bonds Outstanding \$7,480,000 – Refund \$6,185,000 (the advance callable portion) in principal plus interest to the call date.

**RECOMMENDED ACTION:**

~~First reading of Ordinance~~

Second Reading and Passage.

**ORDINANCE NO. 4322**

**AN ORDINANCE AMENDING ORDINANCE NO. 4270 AUTHORIZING THE SALE AND ISSUANCE OF WATER REVENUE AND REFUNDING BONDS FOR THE PURPOSE OF REFUNDING THE CITY'S OUTSTANDING WATER REVENUE BONDS, SERIES 1994 AND SERIES 1997, AND DECLARING AN EMERGENCY.**

WHEREAS, the Council has enacted Ordinance No. 3905 on July 11, 1994, authorizing the issuance of Water Revenue Bonds, Series 1994 (the "1994 Bonds"); and

WHEREAS, the Council has enacted Ordinance No. 3977 on April 14, 1997 authorizing the issuance of Water Revenue Bonds, Series 1997 (the "1997 Bonds"), payable on a parity with the 1994 Bonds and from the net revenues of the City's water system; and

WHEREAS, the Council has enacted Ordinance No. 4270 on October 13, 2003 authorizing the issuance of Water Revenue and Refunding Bonds, Series 2004 (the "2004 Bonds"), payable on a parity with the 1994 Bonds and the 1997 Bonds and from the net revenues of the City's water system (the "Master Ordinance"); and

WHEREAS, Section 10 of the Master Ordinance provides for the issuance of Additional Bonds on a parity with the Outstanding Bonds secured by an equal charge and lien on the Net Revenues of the City's water system; and

WHEREAS, the City is further authorized pursuant to the Oregon Constitution and Oregon Revised Statutes Sections 288.592 and 288.605 to 288.695 inclusive (collectively, the "Act") to issue refunding bonds to refund all or any portion of its 1994 Bonds and to advance refund all or any portion of its 1997 Bonds (collectively, the "Refundable Bonds"), which refunding bonds will qualify as Additional Bonds under Section 10 of the Master Ordinance; and

WHEREAS, the City desires to take advantage of current interest rate savings to refund all or any portion of the Refundable Bonds that were not previously refunded by the 2004 Bonds and to authorize the sale, issuance and delivery of its Water Revenue and Refunding Bonds, Series 2004B (the "2004B Bonds") in an aggregate principal amount not exceeding \$11,000,000 to accomplish that purpose; and

WHEREAS, the City finds and determines that it is in the best interest of the City and Bondowners to approve this Ordinance as authorized by Sections 16(4) and 16(10) of the Master Ordinance, without the consent of any Bondowners for any one or more of the following purposes:

- (1) to authorize Bonds of any Series to be issued under the Master Ordinance and, in connection therewith, specify and determine the matters and things relative to the issuance of such Bonds; and
- (2) to insert such provisions clarifying matters or questions arising under the Master Ordinance as are necessary or desirable and are not contrary to or inconsistent with the applicable provisions of the Master Ordinance;

Now, Therefore,

THE CITY COUNCIL OF THE CITY OF BEAVERTON, OREGON ORDAINS as follows:

## **SECTION A. FINDINGS**

1. The City finds it advantageous to refund all or any callable portions of its Refundable Bonds; and

2. At the direction of the City, Regional Financial Advisors, Inc. (the "Financial Advisor") distributed a Request for Proposals for investment banking and underwriting services in connection with the refunding of the 1992 Bonds, the 1994 Bonds and the 1997 Bonds. Upon review of the proposals, the City selected Banc of America Securities LLC to provide investment banking and underwriting services (the "Underwriter") in connection with the sale and issuance of the 2004 Bonds. The City now desires to use the same Underwriter for the issuance of the 2004B Bonds to take advantage of interest rate savings that can be achieved through the purchase of Government Obligations to be obtained by the Underwriter to refund the Refundable Bonds; and

3. The City has directed the Financial Advisor and the Underwriter to prepare and submit to the Oregon State Treasurer an advance refunding plan for all or any portion of the City's 1997 Bonds, provided the debt service savings required by law has been achieved; and

4. The City adopts this Ordinance to provide the terms under which the refunding bonds may be issued to refund the Refundable Bonds, subject to the required approval of the Oregon State Treasurer; and

5. Capitalized terms not otherwise defined herein shall have the meanings ascribed thereto in the Master Ordinance.

## **SECTION B. SUBMISSION OF ADVANCE REFUNDING PLAN TO STATE TREASURER**

Pursuant to a Resolution adopted by the City on September 13, 2004, the City has authorized the submission of an advance refunding plan for the 1997 Bonds.

## **SECTION C. BONDS AUTHORIZED**

1. Upon approval by the State Treasurer of the advance refunding plan prepared by the Financial Advisor and/or the Underwriter and for the above purposes, the City hereby authorizes the sale and issuance of Water Revenue and Refunding Bonds, Series 2004B (the "2004B Bonds") in an aggregate principal amount not exceeding \$11,000,000 and in an amount sufficient to pay the cost of refunding all or any portion of the Refundable Bonds and the costs incident to the authorization, sale, issuance and delivery of the 2004B Bonds, including without limitation the cost of any bond ratings, municipal bond insurance or Reserve Credit Facility. The 2004B Bonds will qualify as Additional Bonds (the "Additional Bonds") under Section 10 of the Master Ordinance and shall be issued upon such financial terms and covenants as may be approved by, the Director or his designee (the "Authorized Representative") as provided in Section N hereof.

2. Section 2 of Ordinance No. 4270 is amended to provide that the Series 2004B Bonds shall be issued no later than December 31, 2004.

## **SECTION D. SECURITY**

The 2004B Bonds are not general obligations of the City and are not payable from any taxes levied by the City. In accordance with Section 2 E of the Master Ordinance, the City pledges to the payment of the 2004B Bonds on an equal and ratable basis with the Outstanding Bonds and any Additional Bonds all of the City's right, title and interest in the following:

- (1) the Net Revenues;
- (2) the moneys and investments (including investment earnings thereon) on deposit in the Debt Service Fund and the Reserve Account, including without limitation the City's right, title and interest in any Reserve Credit Facility (and any moneys drawn or paid thereunder) given with respect to meeting the Reserve Requirement on a particular Series of Bonds;
- (3) any Credit Facility other than a Reserve Credit Facility given as security for the payment of any amounts owing on any Bonds (and any moneys drawn or paid thereunder); provided that such Credit Facility secures only those Bonds for which it was given; and
- (4) such other properties and assets as may be hereafter pledged to the payment of Bonds pursuant to any Supplemental Ordinance or which may be delivered, pledged, mortgaged or assigned by any person as security for Bonds.

The 2004B Bonds issued in accordance with Section 10 of the Master Ordinance shall have a lien on the Security that is equal to the lien of the Bonds issued in accordance with the Master Ordinance or any Supplemental Ordinance.

#### **SECTION E. ADDITIONAL BONDS**

As set forth in Section 10 of the Master Ordinance, the conditions for issuing Additional Bonds will be met prior to the issuance of the 2004B Bonds.

#### **SECTION F. RATE COVENANT**

The City covenants and agrees that it shall impose and collect such System fees, rates and charges to meet the covenants as set forth more fully in Section 9 of the Master Ordinance, including without limitation, any amounts owed to any Credit Provider in connection with the 2004B Bonds.

#### **SECTION G. DEPOSITS TO THE RESERVE ACCOUNT**

The City shall make deposits from Net Revenues or proceeds of the 2004B Bonds or purchase a Reserve Credit Facility for the Reserve Account in the amount required as provided in Section 10 A (3) of the Master Ordinance.

#### **SECTION H. FORM AND EXECUTION OF 2004B BONDS**

The 2004B Bonds shall be substantially in the form as approved by the City and Bond Counsel. The 2004B Bonds may be printed or typewritten and may be issued as one or more temporary 2004B Bonds, which shall be exchangeable for definitive 2004B Bonds when definitive 2004B Bonds are available.

The 2004B Bonds shall be executed by the manual or facsimile signature of the Mayor and attested to by the manual or facsimile signature of the Director. Additionally, the Registrar shall authenticate all 2004B Bonds to be delivered at closing.

#### **SECTION I. BOOK-ENTRY SYSTEM**

The 2004B Bonds shall be initially issued as a book-entry only security issue pursuant to Section 3 of the Master Ordinance.

## **SECTION J. AUTHENTICATION, REGISTRATION, EXCHANGE AND TRANSFER**

The provisions of Section 5 of the Master Ordinance shall apply to the 2004B Bonds.

## **SECTION K. NOTICE OF REDEMPTION**

The 2004B Bonds shall be subject to redemption as provided in Section 4 of the Master Ordinance.

## **SECTION L. DEPOSIT OF FUNDS**

The provisions of Section 6 of the Master Ordinance shall apply to the 2004B Bonds and as may be directed by the Authorized Representative pursuant to Section N hereof.

## **SECTION M. TAX-EXEMPT STATUS**

The City covenants to use the proceeds of the 2004B Bonds, and the facilities financed or refinanced with the Refundable Bonds, and to otherwise comply with the provisions of the Internal Revenue Code of 1986, as amended (the "Code"), so that the interest on the 2004B Bonds will not be includable in gross income of the Owners for federal income tax purposes. The City specifically covenants:

1. to comply with the "arbitrage" provisions of Section 148 of the Code, and to pay any rebates to the United States on the gross proceeds of the 2004B Bonds;
2. to yield restrict and pay any rebates due to the United States on any unexpended proceeds of the Refundable Bonds; and
3. to operate the facilities financed or refinanced with the proceeds of the Refundable Bonds, and any facilities that are financed with the unexpended proceeds of the Refundable Bonds so that the 2004B Bonds are not "private activity bonds" under Section 141 of the Code.
4. to comply with all reporting requirements.

The Authorized Representative may enter into covenants on behalf of the City to protect the tax-exempt status of the 2004B Bonds.

## **SECTION N. ESTABLISHMENT OF RESPONSIBILITIES AND TERMS OF 2004B BONDS**

The Authorized Representative is hereby authorized, on behalf of the City and without further action of the City Council, subject to the limits of the Master Ordinance, to:

1. select all or any portion of the maturities of the Refundable Bonds to be refunded, irrevocably call for redemption those maturities of the Refundable Bonds selected for refunding with the proceeds of the 2004B Bonds on the earliest date those maturities are subject to redemption and cause notice of redemption to be given as required by Section 4 of the Master Ordinance and the terms of the Refundable Bonds, provided that the net present value savings on the 2004B Bonds, determined in accordance with the advance refunding plan, are at least equal to the amount required by law and that the true interest cost on the 2004B Bonds does not exceed 5.00% per annum.
2. establish the dated date, the principal amounts, interest rates, payment dates, redemption terms, and other terms for the 2004B Bonds;
3. negotiate the terms under which the 2004B Bonds shall be sold, enter into a Bond Purchase Agreement for sale of the 2004B Bonds, and execute and deliver a Bond Purchase Agreement;

4. appoint an escrow agent for the Refundable Bonds and execute and deliver an Escrow Deposit Agreement providing for the redemption and defeasance of all or a portion of the Refundable Bonds;
5. appoint a registrar and paying agent for the 2004B Bonds;
6. appoint a certified public accounting firm to act as verification agent to produce a report demonstrating the ability of the escrow account to meet all future debt service and related costs relative to all or any portion of the Refundable Bonds;
7. take such actions as are necessary to qualify the 2004B Bonds for the book-entry only system of The Depository Trust Company;
8. approve, execute and deliver a Continuing Disclosure Certificate pursuant to SEC Rule 15c2-12, as amended (17 CFR Part 240, § 240.15c2-12);
9. approve of and authorize the distribution of preliminary and final official statements for the 2004B Bonds and the execution of the final official statement;
10. obtain ratings on the 2004B Bonds if necessary;
11. determine the need for municipal bond insurance or a Reserve Credit Facility for the 2004B Bonds, and if purchased, direct expenditure of 2004B Bond proceeds to pay any bond insurance or Reserve Credit Facility premium and execute and deliver any insurance agreements, certificates, or related documents or agreements that are reasonably required by the Bond Insurer;
12. approve, execute and deliver the 2004B Bond closing documents and certificates;
13. enter into covenants regarding the use of the proceeds of the 2004B Bonds and the projects refinanced with the proceeds of the 2004B Bonds, to maintain the tax-exempt status of the 2004B Bonds; and
14. execute and deliver a certificate specifying the action taken by the Authorized Representative pursuant to this Section N and to execute and deliver any other certificates, documents or agreements that are reasonably required to issue, sell and deliver the 2004B Bonds in accordance with this Ordinance.

#### **SECTION O. CONTINUING DISCLOSURE.**

The City shall undertake in a Continuing Disclosure Certificate for the benefit of registered Bondowners to provide to each Nationally Recognized Municipal Securities Information Repository ("NRMSIRs"), and if and when one is established, the State Information Depository ("SID"), on an annual basis on or before 270 days after the end of each fiscal year, commencing with the fiscal year ending June 30, 2004, the information required pursuant to paragraph (b)(5)(i)(A),(B) and (D) of the Securities and Exchange Commission Rule 15c2-12 (17 C.F.R. § 240.15c2-12) (the "Rule"). In addition, the City will undertake for the benefit of the registered Bondowners to provide in a timely manner to the NRMSIRs or to the Municipal Securities Rulemaking Board ("MSRB") notices of certain material events required to be delivered pursuant to paragraph (b)(5)(i)(C) of the Rule.

#### **SECTION P. DEFEASANCE**

The City may defease the 2004B Bonds in accordance with Section 17 of the Master Ordinance.

## **SECTION Q. PROVISIONS RELATING TO BOND INSURANCE**

“Bond Insurer” means the provider of a Bond Insurance Policy. “Bond Insurance Policy” means a municipal bond insurance policy insuring the payment of principal of and interest on all or a portion of the 2004B Bonds. The provisions of this Section Q shall apply to the Bond Insurer in the event and to the extent provided in an Authorized Representative’s closing certificate with respect to the 2004B Bonds insured by such Bond Insurer, so long as (i) its Bond Insurance Policy is in effect, (ii) the Bond Insurer has not asserted that its Bond Insurance Policy is not in effect, (iii) the Bond Insurer is not in default thereunder, (iv) the Bond Insurer is not insolvent, and (v) the Bond Insurer has not waived any such rights; provided, that, notwithstanding the foregoing, such rights shall continue with respect to amounts previously paid and due and owing the Bond Insurer.

1. Any amendment to the Master Ordinance requiring the consent of Owners of the 2004B Bonds or the portion thereof secured by a Bond Insurance Policy (the “Insured Bonds”) shall also require the prior written consent of the Bond Insurer with respect to such Insured Bonds.

2. Any amendment not requiring the consent of Owners of the Insured Bonds shall require the prior written consent of the Bond Insurer with respect to such Insured Bonds if its rights shall be materially and adversely affected by such amendment.

3. The prior written consent of the Bond Insurer with respect to the Insured Bonds shall be a condition precedent to the deposit by the City of any Reserve Credit Facility in lieu of a cash deposit into the Reserve Account relating to such Insured Bonds, which consent shall not be unreasonably withheld unless the Bond Insurer is providing a Reserve Credit Facility in connection with the 2004B Bonds.

4. For purposes of Section 14 of the Master Ordinance (regarding defaults and remedies), if an Event of Default shall have occurred and be continuing, the Bond Insurer with respect to the Insured Bonds shall be deemed to be the Owner of such Insured Bonds in connection with any consent or direction, appointment, request or waiver to be provided thereunder.

5. The Bond Insurer with respect to the Insured Bonds shall have the right to institute any suit, action or proceeding at law or in equity under the same terms as an Owner of such Insured Bonds in accordance with the Master Ordinance.

6. The Bond Insurer shall, to the extent it makes any payment of principal of or interest on the Insured Bonds it insures, become subrogated to the rights of the recipients of such payments in accordance with the terms of its Bond Insurance Policy.

7. Principal and/or interest paid by a Bond Insurer under its Bond Insurance Policy shall not be deemed paid for purposes of the Master Ordinance, and the Insured Bonds with respect to which such payments were made shall remain Outstanding and continue to be due and owing until paid by the City in accordance with the Master Ordinance.

8. In the event of any defeasance of the Insured Bonds, the City shall provide the applicable Bond Insurer with copies of all documents as required to be delivered to the Registrar under the Master Ordinance and any Supplemental Ordinances thereto.

9. The City shall not discharge the Master Ordinance unless all amounts due or to become due to the Bond Insurer have been paid in full or duly provided for.

## **SECTION R. NOTICES TO THE BOND INSURER; PAYMENT PROCEDURES**

1. The City shall send or cause to be sent to the Bond Insurer copies of notices required to be sent to Bondowners or others in connection with the 2004B Bonds pursuant to the Master Ordinance.

2. The City shall observe and perform any payment procedures under the Bond Insurance Policy required by the Bond Insurer as a condition to the issuance and delivery of such Bond Insurer's Bond Insurance Policy.

## **SECTION S. DESIGNATIONS**

Orrick, Herrington & Sutcliffe LLP, is designated as bond counsel to the City for the issuance of the 2004B Bonds. Regional Financial Advisors, Inc. is designated as Financial Advisor for the 2004B Bonds.

## **SECTION T. ORDINANCE TO CONSTITUTE CONTRACT**

In consideration of the purchase and acceptance of any or all of the 2004B Bonds by those who shall own the 2004B Bonds from time to time (the "Owners"), the provisions of this Ordinance shall be part of the contract of the City with the Owners and shall be deemed to be and shall constitute a contract between the City and the Owners. The covenants, pledges, representations and warranties contained in this Ordinance or in the closing documents executed in connection with the 2004B Bonds, including without limitation the City's covenants and pledges contained in Section D hereof, and the other covenants and agreements herein set forth to be performed by or on behalf of the City shall be contracts for the equal benefit, protection and security of the Owners, all of which shall be of equal rank without preference, priority or distinction of any of such 2004B Bonds over any other thereof, except as expressly provided in or pursuant to this Ordinance.

## **SECTION U. RATIFICATION OF PRIOR ACTIONS**

The City Council hereby ratifies the prior actions taken by City staff in connection with the negotiated sale of the 2004B Bonds, including, without limitation, the actions of the Authorized Representative, and the actions of the Financial Advisor and the Underwriter on behalf of the City in connection with the negotiated sale of the 2004B Bonds.

## **SECTION V. EMERGENCY**

It is hereby declared that the City must proceed promptly with the sale and delivery of the 2004B Bonds as soon as possible to obtain maximum interest rate savings by refunding the Refundable Bonds and to obtain current market interest rates through the sale of the 2004B Bonds. Therefore, an emergency is declared, and this Ordinance shall take effect immediately upon enactment.

First reading this 13th day of September, 2004.

Second reading this \_\_\_\_\_ day of September, 2004.

Approved by the Mayor this \_\_\_\_\_ day of September, 2004.

Attest:

Approved:

\_\_\_\_\_  
Sue Nelson, City Recorder

\_\_\_\_\_  
Rob Drake, Mayor