CITY OF BEAVERTON COUNCIL AGENDA

FINAL AGENDA

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

REGULAR MEETING
NOVEMBER 7, 2005
6:30 P.M.

CALL TO ORDER:

ROLL CALL:

PROCLAMATIONS:

Prematurity Awareness Month: November 2005

Mediation Month: November 2005

PRESENTATIONS:

05200 Beaverton City Library's Ranking in Hennen's American Public Library Ratings

05201 Presentation of Proposed Revisions to the Municipal Code Pertaining to the Neighborhood Association Committees (NACs)

05202 Oregon Accreditation Alliance Award to the Beaverton Police Department

VISITOR COMMENT PERIOD:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

Minutes of the Regular Meeting of October 24 and the Special Meeting of October 26, 2005

05203 Liquor Licenses: Change of Ownership - Hooters; New Outlet - Aoba Sushi Café

05204 Authorization to Fund Escrow for the Purchase of the Regal Theater Property - Tax Lots 1S116AA06800 and 1S109DD00400 and Specific Purpose Grant Budget Adjustment and Transfer Resolution (Resolution No. 3839)

05205 Authorize the Mayor to Sign an Amendment to the Intergovernmental Agreement with Washington County Oregon, to Continue to Participate in the Department of Homeland Security's Urban Area Security Initiative Grant Awarded to the City of Portland and Approve the Specific Purpose Grant Budget Adjustment Resolution (Resolution No. 3840)

05206 Traffic Commission Issues No.:
TC 581 - Stop Sign on SW Cornhusker Avenue at Cottontail Lane;
TC 582 - Revision to 15-Minute Parking Zone on SW Broadway;
TC 583 - Centerline Striping and Parking Restrictions at SW 148th Terrace and Telluride Terrace;
TC 584 - Traffic Signal at SW Denney Road and Lombard Avenue

ORDINANCES:

First Reading:

05207 CPA 2005-0003/ZMA 2005-0002 WCCCA at Highway 217 and SW Park Way; An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, for a Portion of a Parcel Located North of SW Park Way West of Highway 217 (Ordinance No. 4373)

05208 An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for 23 Parcels Located South of Allen Boulevard, on the East Side of Hall Boulevard, West of Bruce Lane and North of Metz Street; CPA 2005-0004/ZMA 2005-0005 (Ordinance No. 4374)

05209 An Ordinance Amending Ordinance No. 4187 Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, for Property Located at 9355 SW 166th Avenue; CPA 2005-0009/ZMA 2005-0008 (Ordinance No. 4375)

05210 An Ordinance Amending Chapter 9 of the Beaverton Code Relating to Neighborhood Association Committees (NACs) (Ordinance No. 4376)

Second Reading:

05197 An Ordinance Amending Beaverton Code Chapter 4 by Adding New Provisions Relating to Sanitary and Storm Sewer Maintenance Charges (Ordinance No. 4371)

05198 An Ordinance Annexing Two Parcels, and Associated Right-of-Way, Located at 9355 SW 166th Avenue to the City of Beaverton: Expedited Annexation 2005-0010 (Ordinance No. 4372)

EXECUTIVE SESSION: In accordance with ORS 192.660 (2) (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 (2) (e) to deliberate with persons designated by the governing body to negotiate real property transactions and in accordance with ORS 192.660 (2) (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.

PROCLAMATION

OFFICE OF THE MAYOR
CITY OF BEAVERTON

WHEREAS, premature birth affects one in ten babies in Oregon; and

WHEREAS, the incidence of this serious problem is rising dramatically, up 18 percent in Oregon in the last ten years; and

WHEREAS, premature birth is the leading cause of newborn death and among babies who survive, it can be a cause of serious lifelong health problems; and

WHEREAS, premature birth takes an enormous toll on families and costs society billions of dollars annually; and

WHEREAS, most Oregonians are not aware that premature birth is a common, serious and costly problem; and

WHEREAS, the March of Dimes, the organization that conquered polio, is now bringing citizens together to fight the crisis of premature birth;

NOW, THEREFORE, *I*, Rob Drake, Mayor of the City of Beaverton, Oregon, do hereby proclaim November 2005 as:

PREMATURITY AWARENESS MONTH

in the City of Beaverton and I encourage all citizens to support March of Dimes efforts to fund research and programs to find the causes of prematurity.

CITY OF BEAVERTON
INCORPORATED
FEB. 10,
1893
OREGON

Rob Drake
Mayor

PROCLAMATION

OFFICE OF THE MAYOR
CITY OF BEAVERTON

WHEREAS, the Beaverton Dispute Resolution Center has provided mediation services, conflict resolution education and training to Beaverton area citizens for the past seventeen years; and

WHEREAS, the City of Beaverton is committed to providing mediation services as an effective method for resolving conflicts within our community, and

WHEREAS, the Beaverton Dispute Resolution Center is primarily staffed by volunteers who devote hundreds of hours annually providing mediation services to the community; and

WHEREAS, the Beaverton Dispute Resolution Center is well recognized throughout the State of Oregon for its excellence; and

NOW, THEREFORE, I, ROB DRAKE, MAYOR, City of Beaverton, Oregon, do hereby proclaim the month of November 2005 as:

Mediation Month

in the City of Beaverton, and encourage all citizens to take advantage of the mediation services provided by the Beaverton Dispute Resolution Center as a first step toward resolving conflict within our community.

CITY OF BEAVERTON
INCORPORATED
FEB. 10,
1893
OREGON

Rob Drake, Mayor

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Beaverton City Library's Ranking In Hennen's American Public Library Ratings

FOR AGENDA OF: 11/07/05 **BILL NO:** 05200

Mayor's Approval:

DEPARTMENT OF ORIGIN: Library

DATE SUBMITTED: **10/21/05**

CLEARANCES:

PROCEEDING: Presentation

EXHIBITS: None

BUDGET IMPACT

EXPENDITURE REQUIRED $N/A	AMOUNT BUDGETED$N/A	APPROPRIATION REQUIRED $N/A

HISTORICAL PERSPECTIVE:
The Beaverton City Library continues to rank among the top libraries in Oregon based on levels of service including circulation, door counts, reference questions answered and more. To better appreciate the significance of these provisions of service the Beaverton City Library is compared to other libraries.

INFORMATION FOR CONSIDERATION:
Hennen's American Public Library Ratings (HAPLR) is based on data from the U.S. Federal-State Cooperative Service. The new edition of the HAPLR is based on data reported by libraries in 2003 for the activities in FY 2002-03. The presentation will show how Beaverton City Library ranks among other Oregon libraries.

RECOMMENDED ACTION:
City Council to listen to presentation.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Presentation of Proposed Revisions to the Municipal Code Pertaining to the Neighborhood Association Committees (NACs)

FOR AGENDA OF: 11-07-05 **BILL NO:** 05201

Mayor's Approval:

DEPARTMENT OF ORIGIN: Neighborhood Program/Mayor's Office

DATE SUBMITTED: 10-31-05

CLEARANCES: City Attorney

PROCEEDING: Presentations

EXHIBITS:
1. Memorandum Describing Code Revisions
2. Code Revisions with Color Markup

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

The Neighborhood Program is proposing revisions to the Municipal Code pertaining to the Neighborhood Association Committees (NACs). Staff will discuss and answer questions about the proposed revisions.

INFORMATION FOR CONSIDERATION:

The Mayor will introduce Chief of Staff Linda Adlard who will have Program Manager Megan Callahan present and answer questions about the proposed revisions. This presentation should be considered part of the record of the Council's action on companion Agenda Bill No. 05210, which calls for first reading of an ordinance revising the Beaverton Code relating to NACs.

RECOMMENDED ACTION:

Hear presentation by Neighborhood Program staff.

MEMORANDUM

TO: **Beaverton City Council**
FROM: **Megan D. Callahan, Program Manager**
Neighborhood Program
RE: **Proposed Revisions to the Municipal Code Pertaining to the NACs**
DATE: **October 31, 2005**

Introduction

The City of Beaverton's Municipal Code pertaining to the NACs (9.06.010 – 9.06.040) has not had significant changes made to it since 1987. Last year, staff reviewed the code and determined that the code was in need of updating for the following reasons: to contemporize or update the language, to codify current procedures and practices, and to provide written guidelines for the NAC appeal reimbursement program.

Public Involvement

Staff met with 18 members of the NAC leadership (defined as the chair, vice-chair, treasurer, and recorder) at a Quarterly Leadership Meeting on November 16, 2004. The NAC leaders were provided a memorandum describing the proposed revisions, as well as color copies of the proposed revisions at the meeting. Following the meeting, staff drafted minor changes to the proposed revisions, and sent the updated version of the revisions to the NAC leadership by email and postal mail in early January 2005. NAC leaders were asked to discuss the proposed revisions with their membership and to provide written comments to staff by February 25, 2005. Staff received written comments by the deadline from four NAC leaders and one NAC member. Additionally, meeting minutes for the Highland and South Beaverton NACs indicated that the proposed revisions were discussed at their meetings in January and February, 2005.

Staff held a second meeting with the NAC leadership on March 1, 2005, which was attended by 17 NAC leaders. The proposed revisions were discussed with the NAC leaders. Following that meeting and based on some suggestions from the NAC leadership, as well as the City Attorney's office, staff developed a final version of the proposed revisions, which is the document being brought forward to City Council on November 7, 2005.

Proposed Revisions (section by section)
The following is a discussion of the individual proposed revisions by section.

9.06.010(A-C): For the past several years, the City's neighborhood associations have been referred to as 'neighborhood association committees' or 'NACs,' rather than 'neighborhood associations.' Staff proposes deleting 'neighborhood associations' and codifying the use of the term 'NACs.'

9.06.020(A)1: The City's NACs elect boards to provide organization and conduct the business of the NACs. Staff proposes inserting the word 'general' in this section in order to clarify and distinguish the difference between general members and board members with respect to meeting requirements and voting, which is discussed further in this memorandum.

9.06.020(A)2: The current code indicates that there may be one high school student per association, rather than per high school. The revisions here seek to clarify that each high school within a NAC's boundaries may appoint a student representative to the NAC.

9.06.020(A)3: All of the City's NACs have bank accounts containing funds NAC members have raised through neighborhood cleanups and other activities. For the past several years, it has been a practice that the NACs are solely responsible for setting up their accounts and authorizing and monitoring their use. Staff proposes inserting language codifying the NAC responsibilities relative to their accounts, including adhering to any rules relating to their accounts, as well as clarifying that funds raised through public activities, such as the neighborhood cleanups, are used appropriately.

9.06.020(A)4: Staff proposes clarifying that membership and participation can not be limited by those statuses listed in this section, as well as those protected by any local, state, and federal laws.

9.06.020(B): Under the current code, the City Council determines and adopts NAC boundaries following input from neighbors. Staff proposes inserting language that clarifies the way in which neighbors can provide feedback to the City Council regarding NAC boundaries.

9.06.020(C)1: It has been a practice of the Neighborhood Program that organizational meetings for new NACs are initiated, coordinated, and facilitated by the City (staff). Staff proposes inserting language that codifies organizational meetings will be initiated and organized by the City (staff).

9.06.020(C)1a: Although general membership criteria is described in section 9.06.020(A), staff proposes inserting language in this section that clarifies NAC officers and Beaverton Committee for Citizen Involvement representatives must meet the general membership requirements.

9.06.020(C)1b: Staff proposes adding language in this section noting the various types of meetings NACs may hold. Additionally, staff proposes adding language clarifying general membership meetings must be held whenever the NAC is considering providing advice to or taking action on an issue that may come before the City Council, Planning Commission, or other advisory body. Staff proposes adding this language to ensure that general members have the opportunity to participate in any discussions if and when a NAC is considering providing advice or taking action on a significant issue.

9.06.020(C)1a(1) and (2): For the past several years, it has been a practice of the City's NACs to elect boards, which are responsible for providing organization to the NAC and conducting the business of the NAC. Staff proposes adding language that codifies the current practice and clarifies that votes of the general membership are advisory to the NAC board.

9.06.020(C)1d: The current code requires that the NACs submit meeting minutes to the City. For the past several years, it has been a practice of the City to require NACs to submit their sign-in sheets to the City, as well. Meeting sign-in sheets provide an attendance record of NAC meetings and also supply staff with important quantitative information for program reports. Staff proposes adding language to the code that codifies the current practice.

9.06.020(C)1f: Staff proposes adding language that clarifies the types of outreach to be conducted in order to ensure maximum public awareness and participation in NAC meetings.

9.06.020(C)2: For the past several years, it has been a practice of the Neighborhood Program that NAC bylaws are reviewed by the City Attorney's office prior to final approval by a NAC board to ensure the bylaws do not violate the City's code, or other city, state, or federal laws. Staff proposes adding language that codifies this practice.

9.06.022(A) and (B): For the past several years it has been a practice of the City to provide each NAC with the opportunity to appeal one land use or traffic issue per fiscal year without cost to the NAC. Staff proposes adding language that codifies this practice and also clarifies both the NAC and City responsibilities relative to reimbursing NACs for appeals. This section describes the types of appeals that are eligible for reimbursement, as well as the criteria that must be met and the actions that must be taken in order to be considered eligible for reimbursement.

9.06.022(C): Staff proposes adding language that specifies the steps the NACs must follow to file a request for reimbursement.

9.06.022(D): Staff proposes adding language that clarifies the need to review the availability of funds for reimbursement, as well as whether or not the request for reimbursement has met the criteria specified in 9.06.022(A), (B), and (C).

9.06.025: Staff proposes deleting some of the language in this section in order to make the section more clear and concise, while maintaining the right of the NAC to be heard before City Council regarding termination.

9.06.030(A): The City provides a variety of services to the NACs including distributing meeting information and providing training. Reprographic services (listed in (B)) are literally photocopying services. As the City provides a variety of assistance and services to the NACs, in addition to photocopying services, staff proposes deleting (B), and adding the word "services" to (A) in order to reflect more fully the kinds of assistance the City provides to the NACs.

9.06.030(C): It is a current practice for several NACs to use City facilities, such as the Community Center and Resource Center, for their meetings. Staff proposes adding language that recognizes the variety of meetings NACs may hold in City facilities.

Conclusion

Staff proposes revisions to the NAC code with the intent of making the code more contemporary in its language, codifying current practices, and providing written guidelines regarding the NAC appeal reimbursement program. Staff contends that the revisions will enhance the NAC code, making it more "user friendly" for citizens and staff, alike.

Green shading = New Language (has been reviewed w/NAC leadership)
~~Lines~~= Language to be struck

9.06.010 Purpose.

A. The purpose of this Code section ~~BC 9.06.010-040~~ is to encourage and endorse citizen involvement through the formal recognition of groups of citizens that desire to form neighborhood associations~~s~~ committees (NACs) for particular purposes, and to provide certain criteria for the formation, operation and continuation of the recognized ~~associations~~ NACs in order to insure a maximum opportunity for involvement by the citizens of Beaverton in the processes of government as well as other activities concerning neighborhood and community livability.

B. Although a major function of the NACs ~~associations~~ will be to augment the citizen involvement process in land use related matters, such as planning and zoning activities, as is required by applicable law, it is the intent of the Council to provide the basis for a wide range of activities that promote the general health and welfare of the community and a spirit of harmony and pride for all citizens of Beaverton.

C. Nothing in BC 9.06.010-.040 shall limit the right of any person, group of persons or organization from exercising a lawful right. Membership in a recognized NAC ~~neighborhood association~~ confers no extraordinary rights, standing or legal capacity solely on the basis of membership, nor is the NAC ~~association~~ itself given any special status by this legislation that is intended to influence a court of law as to its capacity to commence litigation.

9.06.015 NAC ~~Neighborhood Association~~ Policy Statement. The Council hereby establishes criteria whereby it may formally recognize NACs ~~neighborhood associations~~ within the City limits and adjacent areas. The Council encourages and endorses the formation, operation and continuation of such NACs ~~neighborhood associations~~ pursuant to the criteria set forth below, to provide maximum citizen involvement in the community. ~~[BC 9.06.015, amended by Ordinance No. 3544, 12/16/86]~~

9.06.020 Criteria for Formal Recognition of a NAC. ~~Neighborhood Association~~ A NAC ~~neighborhood association~~ (~~hereinafter "association"~~) that seeks formal recognition by the City shall meet and continue to maintain conformity with the following minimum criteria for formal recognition:

A. General Membership~~.~~ Criteria:

1. a resident, a property owner, a business ~~licensee~~ and ~~or~~ a representative of a non-profit organization within the recognized boundary of a NAC ~~neighborhood~~ shall be entitled to general membership;

2. a member who is at least eighteen years of age shall have one vote on any matter to be decided by the NAC.~~association However~~, ~~O~~one high school student government representative from each high school within the NAC boundary ~~per association,~~ who also lives within the boundaries of the particular NAC ~~association~~ and who has been appointed by his/her school to serve as a NAC ~~an association~~ member, shall also have one vote and may be under eighteen years of age;

3. membership or other participation shall not be conditioned on the requirement of the payment of dues or fees. However, a NAC ~~an association~~ may accumulate funds to carry out its purposes through other means, including voluntary contributions, projects, grants, contracts and subscription to newsletters~~; and~~ . Each NAC solely shall be responsible to account to the state and federal governments for the NAC's private revenue and expenditures, if any. A NAC's use of public funds provided to it directly or indirectly by a public entity shall be limited to only those uses allowed by controlling law.

4. M~~m~~membership shall not be limited by race, creed, color, sex, national origin, ~~or~~ income or any other status protected under federal, state, or local law.

B. NAC ~~Neighborhood~~ Boundaries. In order to implement the Council's stated purpose of insuring maximum opportunity for citizen involvement, the Council shall adopt a map containing suggested boundaries for NACs ~~neighborhood associations~~ that will encompass the entire area of the City. Persons seeking formal recognition of a NAC ~~an association~~ may propose alternatives to the map suggestions. Following input in writing or through oral testimony at a City Council meeting by interested persons, the Council shall finally determine the boundaries of a NAC ~~an association~~ in accordance with as many of the following criteria as may be applicable under the circumstances:

1. boundaries should be contiguous and mutually exclusive of those of other formally recognized NACs ~~associations~~;

2. boundaries should follow readily identifiable physical features, such as property lines~~,~~ or arterial or collector streets, or be set at some other clearly defined and relatively permanent natural or man-made feature; and

3. boundaries describing the territory should be logical, considering ~~and the Council may consider~~ such other factors as:

a. a community of interests, common identity and social communication~~,~~;

b. existing commercial patterns~~,~~;

c. existing boundaries of other agencies~~,~~ such as school districts ~~boundaries,~~; and

d. the views and desires of citizens seeking NAC ~~association~~ recognition.

C. Organization and By-laws. Following determination of a boundary for a NAC ~~an association~~, the person or persons seeking formal recognition shall:

1. Hold at least one public organizational meeting that has been well publicized in the neighborhood, with City assistance and approval, and adopt written by-laws that provide, at a minimum, for the following:

a. ~~for the~~ election of officers, provided that every elected officer and the NAC's representative on the Beaverton Committee for Citizen Involvement (BCCI) meet the membership requirements of subsection 9.06.020 (A);

b. ~~that~~ meetings of the general membership, and board, executive committee and subcommittee meetings, provided that general membership meetings shall be held on any matter on which the NAC acts in an advisory capacity to the City Council or to the Planning Commission or other advisory body to the Council, including but not limited to action by the NAC on a pending application to the City for a land use permit or land use decision. ~~,~~

1. All decisions of a NAC shall be by majority vote of the duly constituted board.

2. Votes of the general membership shall be advisory only to the board.

c. Any such meetings shall be conducted in conformance ~~with~~ to the requirements of Oregon ~~the~~ public meetings law and Oregon public records law ~~in situations when the association meets for the purpose of deliberating toward, making recommendations concerning, or acting in any way in an advisory capacity on an issue in which the City may make a decision through its governing body, its boards and commissions or in an administrative capacity~~. ~~This provision shall apply to meetings of the association~~ regardless of the size of its membership; ~~,~~

d. ~~that~~ written minutes as required by the Oregon public meetings law and that also record minority opinions and provided that copies of minutes and meeting sign-in sheets be forwarded to the City within ~~a reasonable time to the City,~~ a time period determined by the City;

e. ~~that~~ a current list of the names and addresses of the officers of the NAC ~~association~~ to be kept on file with the City; and,

f. ~~that~~ a minimum of one general neighborhood meeting to be held per calendar year ~~,~~ and the time, place and meeting agenda ~~purpose~~ be ~~well~~ publicized throughout the neighborhood through mail, on the City website,

and in local newspapers no fewer than five business ~~at least seven~~ days in advance of the meeting.

2. Following adoption, a copy of the NAC's ~~association's~~ by-laws shall be filed with the City subject to review and approval by the City Attorney for compliance with applicable federal, state, and local law, including this code, and that any amendments be forwarded to the City in a reasonable time period ~~and maintained and updated to reflect amendments by the association~~ with all such amendments subject to similar review and approval.

D. Formal Recognition. Providing the NAC ~~association~~ meets the criteria set forth in subsections A, B and C of this section, a NAC ~~an association shall~~ may be ~~considered~~ formally recognized ~~when the~~ by Council ~~has approved it by~~ resolution. ~~and t~~The mayor ~~has~~ shall give~~n~~ written notice of the Council's formal recognition~~,~~ within 60 days of the adoption of the resolution~~,~~ to ~~eligible~~ members of the NAC ~~association~~. The ~~notice~~ Council's resolution shall include at least the following:

1. an encouragement to participate in the activities of the newly formed NAC ~~association~~;

2. a map or other designation describing in general terms the NAC ~~neighborhood~~ boundaries;

3. the names and addresses of the NAC's officers and board members ~~of the association~~; and

4. the name, if any, of the City's designated liaison person who will be serving as a primary contact with the NAC ~~association~~. ~~[BC 9.06.020, amended by Ordinance No. 3544, 12/16/86; Ordinance No. 4059, 9/15/99]~~

9.06.022 Criteria for Eligibility for Fee Reimbursement for NAC Appeals. The City, through the mayor's office or the mayor's designee, may reimburse a recognized NAC for the fee payable for an appeal of a City land use decision or City Traffic Commission decision to the City Council, Planning Commission, or Board of Design Review. Each NAC is eligible to apply for reimbursement for one appeal per fiscal year. Budgeted funds for such appeals are at the discretion of the City Council. Reimbursement will only be for appeal of a land use or Traffic Commission decision occurring within the boundary of the subject NAC. Eligibility can not be transferred to another NAC or carried over to the next fiscal year. The NAC may appeal a decision issued by another jurisdiction; however, the fee associated with the appeal of a decision made by a jurisdiction other than the City of Beaverton is not eligible for reimbursement from the City. Nothing in this code shall prevent a NAC from appealing a land use or traffic decision made by another entity at the NAC's initiative and expense. In order to be eligible for reimbursement, a NAC must meet the following criteria:

A. Recognition Status. The NAC shall be a recognized NAC, meeting the criteria listed under 9.06.020.

B. Meeting Requirements. The NAC shall hold at least one public meeting as to the potential appeal that has been publicized in

accordance with City Code 9.06.020(C) and that meets, at minimum, the following:

1) the NAC shall be notified of the meeting no fewer than five business days before the date of the meeting; and,
2) the meeting shall be conducted in conformance with Oregon public meetings law and Oregon public records law; and,
3) the vote to appeal conforms to the voting procedures and voting requirements in the NAC's by-laws; and,
4) NAC board members shall conduct a vote on whether or not to appeal the action and whether or not to request reimbursement; and,
5) the subject of the potential decision to file an appeal shall appear on the meeting agenda.

C. Filing the Appeal Reimbursement Request. The NAC shall file the written request attached to the appeal within the appropriate appeal period with the City Recorder's Office or Community Development Department, as appropriate. In addition to the appeal, a NAC filing a request for reimbursement shall include the following:

1) the appropriate appeal fee as established by City Council; and
2) the minutes from the meeting in which the NAC voted to appeal and voted to request reimbursement of the City's appeal fee.
3) All other requirements for appeals as required by City ordinance.

D. The mayor, or designee, shall determine whether there is money in the budget for the fee reimbursement and whether the request complies with the requirements above. This decision is not a land use decision and the above criteria on fee reimbursement shall not be applied to determine whether the NAC properly filed their appeal or the merits of any appeal. Nothing in this code obligates the City to appropriate funds for or to reimburse the appeal filing fee nor creates any right or entitlement in any NAC or any person to a claim on City funds.

E. If the NAC meets the above criteria and the fee reimbursement is granted, the City shall reimburse, within a timely manner, the appeal fees to the NAC.

9.06.025 Termination of Recognition ~~and Grievances~~. The formal recognition of a NAC ~~an association~~ may be terminated by the Council for failure to abide by its by-laws or the provisions of BC 9.06.010-.040. The NAC in question shall have notice and an opportunity to be heard before the Council prior to termination. ~~However, before termination of recognition by the Council, on request, a hearing may be held to determine the validity of any charges and allow representatives of the association to be heard. The~~

~~Council by resolution shall provide the mode and manner of a hearing or investigation of charges against an association. If the Council terminates recognition, it shall advise the membership of the association of the appropriate procedures and means to regain recognition through letters by the mayor to the principal officers of the association, as well as to the general membership by sending the letter to the address of record of the association, and by any other notice considered appropriate by the Council under the circumstances.~~

9.06.030 City Support of NACs ~~Associations~~. The City~~,~~ may, through the mayor's office and subject to the mayor's judgment concerning the availability of resources or budgetary limitations, ~~shall~~ provide support and assistance to recognized NACs ~~associations~~. The mayor or the mayor's designee shall develop administrative procedures, as the mayor considers appropriate, to provide ~~City~~ such support ~~and encouragement to assure the successful operation of the associations,~~ which ~~shall~~ may include ~~at a minimum the following~~:

A. Materials, ~~and~~ supplies, and services to aid a NAC ~~an association~~ in formation, recognition and operation;

~~B. Reprographics services;~~

B. Staff assistance, as available;

C. Use of City facilities for regular membership, board, executive, and subcommittee meetings ~~and equipment~~; and

D. As ~~practical under the circumstances~~ determined by the City in its sole discretion, other economic assistance and support.

9.06.035 Newly Annexed Areas. The Washington County Citizen Participation Organization (CPO) that includes the area of a proposed annexation to the City within that CPO boundary and the Beaverton ~~Neighborhood Association Committee (~~NAC~~)~~ whose boundary is nearest that same area, shall be deemed to be "interested parties" as referenced in Chapter 3.09 of Metro Code relating to notice of annexation and shall be notified of any proposed annexation of such area to the City. When an area is annexed to the City, based on the circumstances of each case the Council shall determine:

A. That the area be added to the territory of an existing NAC ~~association~~;

B. That the area be recognized as immediately appropriate for one or more NACs ~~associations~~ and its citizens encouraged immediately to seek formal recognition as a new NAC ~~association~~;

C. That the area be recognized as appropriate in the future for one or more NACs ~~associations~~ but, because it is yet undeveloped or is of too small a size, it should be represented temporarily by another NAC ~~association~~, until such time as it is appropriate to be formally recognized as a separate NAC ~~association~~; or

D. That some other treatment of the area is deemed appropriate under the circumstances. ~~[BC 9.06.040; amended by Ordinance No. 4257, 7/7/03]~~

9.06.040 Council Review of NACs ~~Associations~~. From time to time, the Council may seek review of one or all of the NACs ~~associations~~, their boundaries or the criteria for formal recognition and may amend, modify or change any decision made pursuant to the criteria for formal recognition or any other provision of BC 9.06.010-.040.

(Reserved)

AGENDA BILL

B averton City Council
Beaverton, Oregon

SUBJECT: Oregon Accreditation Alliance Award to the Beaverton Police Department

FOR AGENDA OF: 11-07-05 **-BILL NO:** 05202

Mayor's Approval:

DEPARTMENT OF ORIGIN: Police

DATE SUBMITTED: 10-28-05

PROCEEDING: Presentation

EXHIBITS: N/A

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

On November 16, 1995, the Beaverton Police Department was honored as the first agency in Oregon to become accredited through the Washington Association of Sheriffs and Police Chiefs (WASPC). As such, the Department joined an elite group of agencies who were similarly recognized for their professional excellence. The Department has maintained its accreditation status and was re-accredited through WASPC in 2000. (The Oregon Accreditation Alliance program was not available until 2001.)

In December 2004, the Police Department elected to transition to the Oregon Accreditation Alliance (OAA), which recognizes 148 national standards of the Commission on Accreditation for Law Enforcement Agencies (CALEA). After six months of preparation and hard work from a team of dedicated Department members, an on-site assessment was conducted over three days in May and June by OAA assessors. Based on the assessors' findings, the Police Department was nominated to the OAA Professional Standards Committee to receive the accreditation award. To receive accreditation status, the Beaverton Police Department is required to comply with 135 CALEA standards demonstrated through policies and files; inspection of the department, including the temporary holding facility and property and evidence facility; static display of vehicles, equipment, special teams, and interviews with Department members.

Accreditation provides the following benefits: increased credibility with the agency and governing body; independent confirmation that agency practices are consistent with rigorous professional standards; decrease susceptibility to litigation; potential reduction in liability insurance premiums; increased pride in the agency; intensified administrative and operational effectiveness, and more.

INFORMATION FOR CONSIDERATION:

On October 25, 2005, the OAA Professional Standards Committee reviewed and approved the Beaverton Police Department's nomination for accreditation. Chief David Bishop was presented with the accreditation award at the Oregon Association Chiefs of Police Conference on October 25. Mayor Rob Drake would like to present the accreditation award to Chief David Bishop and all members of the Beaverton Police Department.

RECOMMENDED ACTION:

City Council support the presentation of the Oregon Accreditation Alliance accreditation award to Chief David Bishop and the Beaverton Police Department.

Agenda Bill No: 05202

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
OCTOBER 24, 2005

CALL TO ORDER:

The Regular Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the Forrest C. Soth Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, October 24, 2005, at 6:37 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby and Cathy Stanton. Also present were City Attorney Alan Rappleyea, Chief of Staff Linda Adlard, Finance Director Patrick O'Claire, Community Development Director Joe Grillo, Engineering Director Tom Ramisch, 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.

PROCLAMATIONS:

Mayor Drake proclaimed October 30 to November 5, 2005, National Magic Week.

PRESENTATIONS:

05194 Community Action Presentation: Poverty in Washington County 2005

Jerralyn Ness, Executive Director, Community Action of Washington County, said Community Action was a private, non-profit organization and they had been located in Washington County for 40 years. She said Community Action addresses the causes and conditions of poverty through programs such as Head Start, Child Care Resource and Referral, and the Transitional Housing Program. She said a trend had developed over the past ten years of people working yet struggling to make ends meet. She said census data from 1990 through 2004 indicated that while the County's population grew 55%, the percentage of people living in poverty grew 115%. She defined poverty as households living at or below the Federal guideline; the Federal level for a family of four was approximately $19,000 annually. She said in Washington County poverty level includes many families with two adults working full time and earning less than $31,000 annually. She said the cost of living in Washington County made it very difficult to make ends meet.

Ness presented a PowerPoint presentation that showed how a family of four who earned $10.00 an hour ($20,800 annually) was struggling due to the high cost of living in Washington County (in the record). She referred to the cost of rent, utilities, transportation and food; how this would place the family $7,423 over its annual budget but the family still did not have everything they needed. She said at this income level the family still could not provide clothing, education, school supplies, laundry, cleaning supplies, insurance and savings. She said in Washington County 70% of the people living in poverty were employed and less than 12% of them received Federal aid. She said this information was presented to an employers' group to engage them in being part of the solution. She reviewed a document Community Action created entitled "20 Things You Can Do for Your Employees." She said Community Action used this document to work with employers help their employees who were struggling economically. She reviewed in detail the 20 programs available to help these employees (in the record).

Ness said there were 50,000 people in Washington County living in poverty and over 100,000 people living in conditions of poverty. She said the four shelter homes in Washington County had 100 beds and all the beds were filled. She said the shelter in Hillsboro had 20 beds; 16 of the 20 were children. She said there were 120 people on the waiting list for a shelter; 77 children. She said over half of the Head Start children were from Beaverton and one-third of Community Action services were allocated to Beaverton residents. She said funding for the Utility Assistance Program increased through the $0.38 utility public purpose rate paid by customers on their monthly bill. As a result of that increased funding, Community Action was able to expand its energy assistance from 2,000 families a year to 7,000 families a year.

Ness said Community Action was not a County Agency. She said their funding was through a variety of sources including Washington County and a County levy that supports the four home shelters. She said their budget has remained the same for the last four years. She reviewed Community Action's Service Statistics for Beaverton during the 2004-05 Fiscal Year (in the record). She said during 2004-05 over 1,100 Beaverton residents participated in child care training; there were over 700 calls for child care assistance; and over 3,000 Beaverton families sought energy assistance and over $1 million was paid toward these utility bills. She said of the 660 children in Head Start, nearly 400 were from Beaverton. She said they were able to help 20 Beaverton families obtain permanent housing; and they helped 122 women have healthy babies and strengthen their parenting skills. She said this past year there were between nine and ten thousand calls for help from Beaverton residents, and over $5.5 million of Community Action's resources were spent to provide these services to Beaverton residents. She said 229 Beaverton volunteers donated over 4,000 hours to Community Action to work on these programs and she thanked them for their help.

Coun. Doyle asked Ness if she thought these conditions would improve soon.

Ness said she did not believe they would improve soon because the County was growing rapidly and the incidents of families living in poverty was growing more rapidly. She said this has been the trend for several years.

Coun. Doyle asked how the community could stem this trend.

Ness said it was a huge, complex issue with no single cure; it had to be handled in small bites. She said because of the high cost of housing, any opportunity to build affordable housing at the lower-income level, would help tremendously. She said there were only two child care programs in the County that offer child care on a sliding scale rate. She said anything that could be done to make child care more affordable would also help. She said access to health care was the third major issue; one crisis could be devastating to a family. She said this information needs to be made available to people throughout the community. She said people and employers in this community were very caring and if they become engaged in helping to improve conditions a lot could be accomplished. She repeated the three major issues were housing, child care and health care.

Coun. Stanton left the meeting during the presentation; she returned later to the council meeting during the executive session.

Coun. Doyle asked what progress was being made regarding educating people concerning the Earned Income Tax Credit.

Ness said they had tremendous response on those sessions and many employers and employees were learning about this tax credit.

Coun. Bode said she was sorry this problem existed. She said the Virginia Garcia Clinic in Beaverton was a Federally qualified clinic, which meant that the demographics and income levels in Beaverton met the Federal poverty guidelines. She said they had 1,400 patient appointments per month; but they had to still turn people away. She said poverty and hunger were rampant; she witnessed it every day at the Clinic. She said the poor were well hidden in Beaverton and she wished more people would see what was happening. She encouraged Ness to continue making people aware of this situation.

Ness distributed to Council copies of Community Action's Service Statistics for Beaverton for Fiscal Year 2004-05.

Coun. Doyle asked if people were using the "I Give Where I Live" Web site. He asked her to explain what they hoped to accomplish through this site.

Ness said use of the site was slow in getting started but they were hopeful; they were working on marketing the site. She said there were many people in Washington County who wished to give to a non-profit organization. She said the "I Give Where I Live" Web site provides service descriptions and contact information for the local non-profits working in Washington County. She said this site does not collect donations; it is an education effort to promote local philanthropy for local services.

Coun. Ruby said he enjoyed the year he was the Mayor's delegate for Community Action and he learned a lot about social services. He said the safety net services they provide for everyone were extremely valuable.

Coun. Bode said while Community Action's work was under the umbrella of social services, it was the best form of economic development. She said the region must have a healthy and educated work force; that work force starts with Head Start, housing and eliminating hunger. She said the future work force was the children served by the

Virginia Garcia Clinic and Community Action. She said it is this future work force that will help eradicate these problems; they make the fiber of the community.

Coun. Doyle urged Ness to continue stressing the outreach for these programs.

Ness said they were not critical of wages paid by employers. She said they were acknowledging that at $10.00 per hour it was very difficult to make ends meet. She said the job growth in Washington County was occurring in jobs that pay $10.00 an hour, so their concerns were great.

Mayor Drake thanked her for the presentation.

VISITOR COMMENT PERIOD:

Reverend Ja West, Beaverton, spoke about her family and past.

COUNCIL ITEMS:

There were none.

STAFF ITEMS:

There were none.

CONSENT AGENDA:

Coun. Bode MOVED, SECONDED by Coun. Doyle, that the Consent Agenda be approved as follows:

Minutes for the Regular Meetings of October 10 and 17, 2005

Contract Review Board:

05195 Bid Award - City Hall Reroofing Project

05196 Waiver of Sealed Bidding - Purchase Seven Vehicles From the State of Oregon Price Agreement

Couns. Arnold, Doyle and Stanton said they had a few minor changes to the minutes which they gave to the Deputy City Recorder.

Question called on the motion. Couns. Arnold, Bode, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (4:0)

ORDINANCES:

Coun. Doyle MOVED, SECONDED by Coun. Ruby, that the rules be suspended, and that the ordinances embodied in Agenda Bills 05197 and 05198, 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. Arnold, Bode, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (4:0)

First Reading:

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

05197 An Ordinance Amending Beaverton Code Chapter 4 by Adding New Provisions Relating to Sanitary and Storm Sewer Maintenance Charges (Ordinance No. 4371)

05198 An Ordinance Annexing Two Parcels, and Associated Right-of-Way, Located at 9355 SW 166th Avenue to the City of Beaverton: Expedited Annexation 2005-0010 (Ordinance No. 4372)

EXECUTIVE SESSION:

Coun. Bode MOVED, SECONDED by Coun. Doyle, that Council move into executive session in accordance with ORS 192.660(2)(h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed. Couns. Arnold, Bode, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (4:0)

RECESS:

Mayor Drake called for a brief recess at 7:29 p.m. to allow setup for the Executive Session.

RECONVENED:

Mayor Drake reconvened the meeting at 7:35 p.m.

The executive session convened at 7:35 p.m.

Coun. Stanton returned to the meeting during executive session.

The executive session adjourned at 8:40 p.m.

The regular meeting reconvened at 8:40 p.m.

ACTION ITEM:

Coun. Doyle MOVED, SECONDED by Coun. Stanton that Council direct staff to include in the next supplemental budget of this current fiscal year the sum of $75,000 for additional legal assistance regarding the Nike litigation.

Coun. Doyle said it was sad that the City has to continue to pursue this matter. He said in deference to the court, this has to be done properly to try and resolve this matter. He said he hoped this could be settled quickly and if additional time is needed this funding should be adequate.

Question called on the motion: Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

ADJOURNMENT:

There being no further business to come before the Council at this time, the meeting was adjourned at 8:53 p.m.

_____
Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this day of , 2005.

_____
Rob Drake, Mayor

DRAFT

BEAVERTON CITY COUNCIL
SPECIAL MEETING
OCTOBER 26 2005

CALL TO ORDER:

The Special Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the City Hall Third Floor Conference Room, 4755 SW Griffith Drive, Beaverton, Oregon, on Wednesday, October 26, 2005, at 6:40 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby and Cathy Stanton. Also present were City Attorney Alan Rappleyea; Chief of Staff Linda Adlard; Finance Director Patrick O'Claire; City Recorder Sue Nelson; Edwin Harnden, Barran Liebman LLP; Tim Sercombe, Preston Gates Ellis LLP; and Oregonian Reporter Dave Anderson.

EXECUTIVE SESSION:

Coun. Bode MOVED, SECONDED by Coun. Doyle, that Council move into executive session in accordance with ORS 192.660(2)(h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

The executive session convened at 6:40 p.m.

The executive session adjourned at 8:10 p.m.

The regular meeting reconvened at 8:10 p.m.

ADJOURNMENT:

There being no further business to come before the Council at this time, the meeting was adjourned at 8:10 p.m.

_____
Sue Nelson, City Recorder

APPROVAL:

Approved this day of , 2005.

_____
Rob Drake, Mayor

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: LIQUOR LICENSES

FOR AGENDA OF: 11/07/05 **BILL NO:** 05203

MAYOR'S APPROVAL:

DEPARTMENT OF ORIGIN: Police

DATE SUBMITTED: 10/25/05

CHANGE OF OWNERSHIP
Hooters
11995 SW Beaverton-Hillsdale Hwy
Beaverton, OR

NEW OUTLET
Aoba Sushi Café
8680 SW Canyon Rd.
Portland, OR

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

Background investigations have been completed and the Chief of Police finds that the applicants meet the standards and criteria as set forth in B.C. 5.02.240. The City has published in a newspaper of general circulation a notice specifying the liquor license requests.

INFORMATION FOR CONSIDERATION:

Hooters, formerly licensed by the OLCC to Wings of Beaverton, LLC, is undergoing a change of ownership. Beaverton Wings, LLC, has made application for an Off-Premises sales license under the same trade name of Hooters. The establishment will serve American style food such as sandwiches, hamburgers, seafood, and chicken wings. Its hours of operation will be Monday through Thursday from 11:00 a.m. to 12:00 a.m., and Friday and Saturday from 11:00 a.m. to 1:00 a.m. There will be no entertainment offered. An Off-Premises Sales License allows the sale of malt beverages, wine, and cider to go in sealed containers.

Yuri Vanderhoof, Tetsuo Kuronuma, and Shad Vanderhoof are applying for a Full On-Premises Liquor License for a new establishment named Aoba Sushi Cafe. The establishment will serve sushi and espresso. It will operate Monday through Saturday, serving coffee from 6:00 a.m. to 11:00 a.m., and sushi from 11:30 a.m. to 9:30 p.m. There will be no entertainment offered. A Full On-Premises Sales License allows the sale of distilled spirits, malt beverages, wine and cider for consumption at the licensed business.

RECOMMENDED ACTION:

The Chief of Police for the City of Beaverton recommends City Council approval of the OLCC licenses.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Authorization to Fund Escrow for the Purchase of the Regal Theater Property - Tax Lots 1S116AA06800 and 1S109DD00400 and Specific Purpose Grant Budget Adjustment and Transfer Resolution

FOR AGENDA OF: 11/7/05 **BILL NO:** 05204

Mayor's Approval:

DEPARTMENT OF ORIGIN: **Mayor**

DATE SUBMITTED: **10/24/05**

CLEARANCES: Finance
City Attorney
Mayor's

PROCEEDING: Consent Agenda

EXHIBITS: Transfer Resolution
Aerial Photograph

BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED $ 4,900,000	BUDGETED $ 0	REQUIRED $ 4,900,000*

* Attached is a Specific Grant Budget Adjustment and Transfer Resolution that provides the $4,900,000 funding for the property purchase funded by a $2,000,000 special purpose grant from Metro, $565,000 from the Oregon Department of Transportation for purchasing right of way for the extension of SW Rose Biggi Avenue to SW Crescent Street, and $2,335,000 from the General Fund's Contingency Account.

HISTORICAL PERSPECTIVE:

Pursuant to the City's Economic Development Strategic Plan, the City is charged with supporting business development through an effective transportation system, targeted land (re)development, and adequate infrastructure.

INFORMATION FOR CONSIDERATION:

Tax Lots 1S116AA06800 and 1S109DD00400 are located in the Regional Center, and the purchase of this site meets the Goals and Objectives of the Beaverton Economic Development Strategic Plan. The City entered into a Purchase and Sale Agreement for the site on September 13, 2005. At that time, the City also undertook certain site due diligence actions which included environmental inspection, title report review, and a Meets and Bounds survey. The due diligence period ends at 5:00 pm on Friday, November 11, 2005. To date, no significant issues have surfaced as a result of the due diligence.

RECOMMENDED ACTION:

Authorization to fund escrow for the purchase of Tax Lots 1S116AA06800 and 1S109DD00400 and adopt the attached Specific Purpose Grant Budget Adjustment and Transfer Resolution that provides the $4,900,000 appropriation for the purchase.

RESOLUTION NO. 3839

A RESOLUTION APPROVING THE ACCEPTANCE OF A SPECIFIC PURPOSE GRANT, AND THE ASSOCIATED APPROPRIATIONS INCLUDING THE TRANSFER OF APPROPRIATIONS IN THE GENERAL FUND OF THE CITY DURING THE FY 2005-06 BUDGET YEAR AND APPROVING THE APPROPRIATIONS FOR THE FUND

WHEREAS, the City Council reviews and approves the annual budget; and,

WHEREAS, during the year the Council may authorize the acceptance of special purpose grant funds and the associated appropriations through a special purpose grant budget adjustment resolution; and,

WHEREAS, during the year the Council must authorize the transfers of appropriations from one category of a fund to another fund or from categories within a fund; and,

WHEREAS, a Special Purpose Grant from Metro was awarded in the amount of $2,000,000, towards the purchase of the Regal Theater property site; and,

WHEREAS, the Oregon Department of Transportation (ODOT) will purchase a portion of the Regal Theater property from the City to acquire the right of way necessary for the extension of Rose Biggi Avenue from the Light Rail line to Crescent Street in the amount of $565,000; and,

WHEREAS, the Council desires to appropriate the grant award, the right of way purchase from ODOT, plus and additional $2,335,000 from the contingency account of the General Fund to purchase the Regal Theater property in the amount of $4,900,000; now therefore,

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

Section 1. The Finance Director is hereby authorized and instructed to adjust the General Fund Budget to reflect receipt of the special purpose grant revenue and the associated appropriations including the transfer of existing appropriations as follows:

Revenues:		
Intergovernmental Revenue	001-03-0000-329	$2,000,000
Sale of Property	001-03-0000-382	$ 565,000
Expenditures:		
Capital Outlay Property Acquisition	001-13-0003-651	$4,900,000
Contingency	001-13-0003-991	<$2,335,000>

Adopted by the Council this _____ day of _____, 2005.

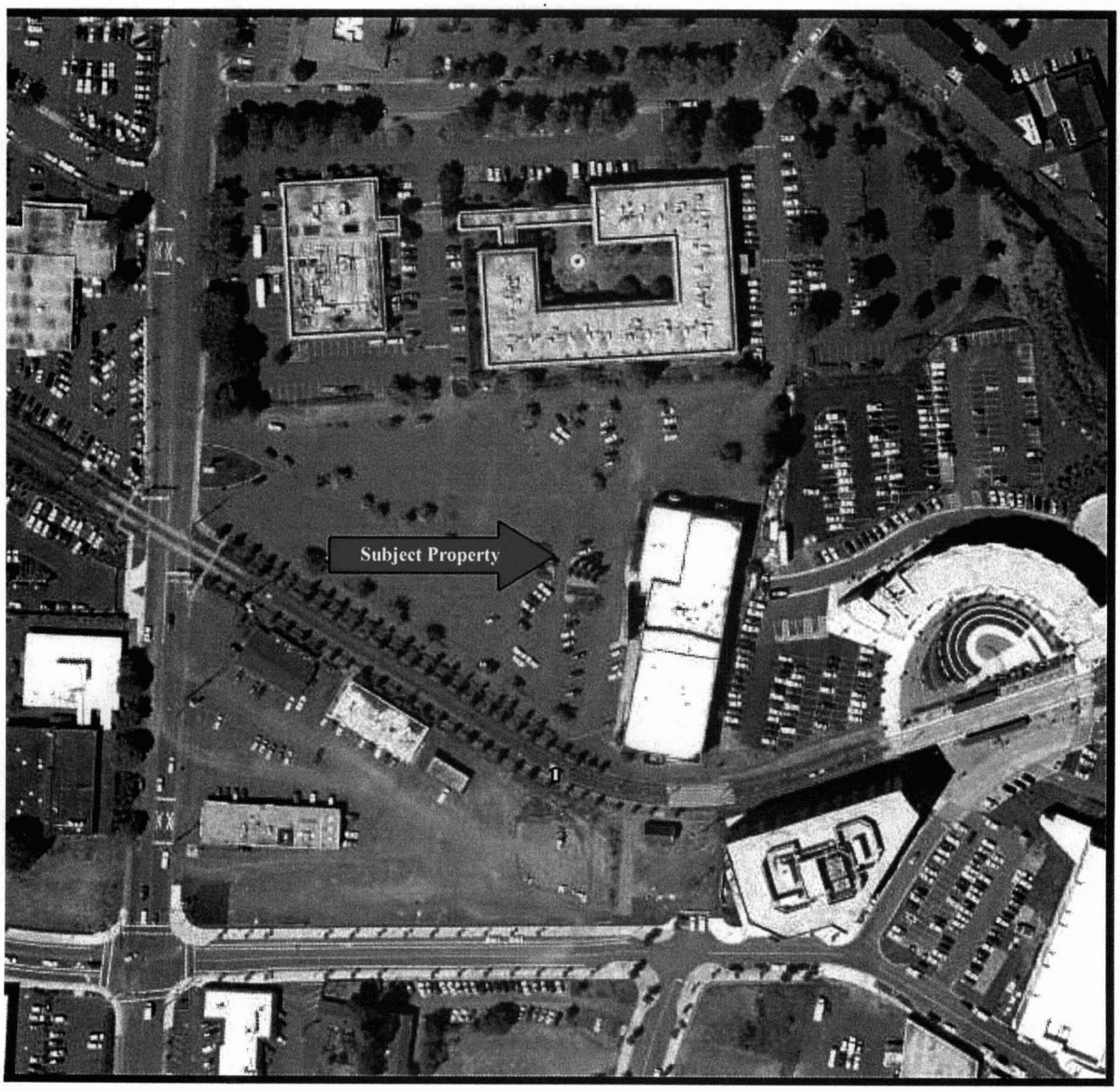
Approved by the Mayor this _____ day of _____, 2005.

Ayes: _____ Nays _____

ATTEST: APPROVED:

_____ _____

Sue Nelson, City Recorder Rob Drake, Mayor



Aerial Photograph

AGENDA BILL

Beaverton City Council
B averton, Oregon

SUBJECT: Authorize The Mayor to Sign An Amendment to the Intergovernmental Agreement With Washington County Oregon, to Continue to Participate in the Department of Homeland Security's Urban Area Security Initiative Grant Awarded to the City of Portland and Approve the Specific Purpose Grant Budget Adjustment Resolution

FOR AGENDA OF: 11/7/05 **BILL NO:** 05205

Mayor's Approval:

DEPARTMENT OF ORIGIN: **Emergency Management**

DATE SUBMITTED: **10/28/05**

CLEARANCES:

Finance	
Police	
City Attorney	
Mayor's Off.	

PROCEEDING: Consent Agenda

EXHIBITS:
1. Specific Purpose Grant Budget Adjustment Resolution
2. Amendment
3. Amendment of IGA between Portland and County
4. FY05 UASI Grant Agreement
5. Summary of amount awarded to Beaverton

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

In December 2004 the City Council approved the City of Beaverton entering into an agreement with Washington County in order to participate in two grants awarded to the Portland metropolitan area by the Department of Homeland Security under the Urban Area Security Initiative (UASI). The grants were provided to the State, who, in turn, sub-granted to (i.e., contracted with) the city of Portland, who, in turn, entered into agreements with the counties participating in the UASI program. These agreements are intended to ensure compliance with the grant requirements and the procurement and reporting processes.

INFORMATION FOR CONSIDERATION:

The original IGA with Washington County covered the FY-03 and FY-04 grant awards and the amendment is needed to include the FY05 grant award. The contract between the State and Portland is nearly identical in content to the FY-03 and FY-04 contracts the City of Beaverton signed with the state for its State Homeland Security and/or Law Enforcement Terrorism Prevention Program grants.

The grant will be providing $34,764 to cover overtime costs associated with sending Beaverton Police Officers through ODP (Office of Domestic Preparedness) approved training and $153,045 for the purchase of 45 Type II 800 MHz portable radios for the Beaverton Police Department.

There are no match requirements for these grants and all of the equipment and supplies purchased under the grants will belong to the agencies for whom they are ordered once the paperwork is done.

RECOMMENDED ACTION:

Council authorize the Mayor to sign the amendment to the IGA with Washington County and approve the Specific Purpose Grant Budget Adjustment Resolution revising the budget for the grant within the Homeland Security Grant Program.

Agenda Bill No: 05205

RESOLUTION NO. 3840

A RESOLUTION APPROVING THE ACCEPTANCE OF A SPECIFIC PURPOSE GRANT AND THE ASSOCIATED APPROPRIATIONS IN THE GENERAL FUND OF THE CITY DURING THE FY 2005-06 BUDGET YEAR AND APPROVING THE APPROPRIATIONS FOR THE FUND

WHEREAS, the City Council reviews and approves the annual budget; and,

WHEREAS, during the year the Council may authorize the acceptance of specific purpose grant funds and the associated appropriations through a specific purpose grant budget adjustment resolution; and,

WHEREAS, a Specific Purpose Grant entitled "Urban Area Security Initiative" was awarded for the Fiscal Year 2005 in the total amount of $187,809 and the Council desires to appropriate the grant award in the General Fund; now therefore,

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

Section 1. The Finance Director is hereby authorized and instructed to adjust the General Fund's budgets to reflect the award of the specific purpose grant revenue and the associated appropriations under the Homeland Security Program within the Mayor's Department:

General Fund		
Revenues:		
Grants – Federal	001-03-0000-327	$187,809
Expenditures:		
Lieutenant	001-60-0636-055	$ 2,433
Police Sergeant	001-60-0636-071	$ 4,867
Police Officer	001-60-0636-103	$ 16,687
Fringe Benefits	001-60-0636-299	$ 10,777
Communications Equipment	001-60-0636-631	$153,045

Adopted by the Council this _____ day of _____, 2005

Approved by the Mayor this _____ day of _____, 2005

Ayes: _____ Nays: _____

ATTEST: APPROVED:

_____ _____

SUE NELSON, City Recorder ROB DRAKE, Mayor

BCC 05-1096

AMENDMENT

This is an amendment to an existing intergovernmental agreement (IGA) between Washington County, Oregon (County) and the City of Beaverton, Oregon (City) for the coordination of activities related to the purchase of equipment, supplies, professional services, and training being funded by the United States Department of Homeland Security's Urban Area Security Initiative (UASI) grant program. A copy of the original IGA, identified as BCC # 04-1267 is attached.

Background

Washington County entered into an agreement with the City on January 10, 2005 for management of FY-03 and FY-04 UASI grant funds awarded to the City. The agreement committed the County to coordinate grant-related procurement, reimbursement and reporting activities with the City and obligated the City to comply with the terms of the FY-03 and FY-04 grant contracts and with the grant procurement and reimbursement processes. The County's agreement with the City is open-ended and remains in effect until the mutual covenants expressed in the agreement have been fully satisfied or until it is terminated due to the failure of one of the parties.

Since adoption of the earlier agreement, the Portland Urban Area has been awarded a FY-05 UASI grant totaling $10,391,037 and the adopted grant program budget includes funding for the City. The FY-05 UASI grant contract is substantially similar to those for the FY-03 and FY-04 grants and the procurement and reimbursement procedures remain unchanged.

Both parties to the earlier agreement desire to continue the relationships and obligations contained in that agreement, while acknowledging and committing themselves to compliance with the FY-05 UASI grant contract and conditions.

Agreement

1. The County agrees:

   To continue coordination of grant-related procurement, reimbursement, and reporting activities with the City consistent with the processes developed to manage those activities and with the City's prior UASI grant agreement with the County.

2. The City agrees:

   a) That it has read the award conditions and certifications for the FY-05 UASI grant, that it understands and accepts those conditions and certifications, and that it agrees to comply with all the obligations and be bound by any limitations applicable to the grantee under that grant document; and

b) To continue compliance with the purchasing and reimbursement processes required by the grants, the City's prior UASI grant agreement with the County, and the grant administrator; and

c) To continue compliance with all other obligations contained in the City's prior UASI grant agreement with the County.

3. The parties agree to incorporate by this reference the entire FY-05 UASI grant into this amended IGA, with the specific intent that the city will be obligated to adhere to the FY-05 UASI grant terms, obligations and conditions to the same extent and under the exact same conditions agreed to for the FY-03 and FY-04 UASI grants.

4. This amendment shall be effective upon final signature of the parties, and shall continue in effect until all mutual covenants expressed in the original agreement and this amendment have been fully satisfied or until the agreement, as amended, is terminated due to the failure of one of the parties hereto to perform. All other provisions of the original intergovernmental agreement shall remain in effect.

Washington County

_____ Date OCT 18 2005

APPROVED AS TO FORM

_____ Date OCT 5, 2005

Attorney

City of Beaverton

_____ Date _____

APPROVED AS TO FORM

_____ Date _____

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 05-366
DATE 10-18-05
BY Barbara Hejtmanek
CLERK OF THE BOARD

2

BCC 04-1267

INTERGOVERNMENTAL AGREEMENT

Between

WASHINGTON COUNTY, OREGON
and
THE CITY OF BEAVERTON, OREGON

THIS IS an intergovernmental (IGA) between Washington County (County) and the city of Beaverton (Agency) entered into pursuant to the authority granted in ORS Chapter 190 for the coordination of activities related to the purchase of equipment, supplies, professional services, and training being funded by the United States Department of Homeland Security's Urban Area Security Initiative (UASI) grant program.

Recitals

WHEREAS, the United States Department of Homeland Security, Office for Domestic Preparedness, provided UASI grant funding in the amount of $6,764,956 in Fiscal Year 2003 and $8,112,992 in Fiscal Year 2004 to the state of Oregon for distribution to the Portland, Oregon Urban Area to address the area's unique equipment, training, planning, and exercise needs and to assist the area in building an enhanced and sustainable capacity to prevent, respond to, and recover from threats or acts of terrorism; and

WHEREAS, the state of Oregon awarded UASI Grant # 03-071 to the city of Portland, Office of Emergency Management (POEM), as Grantee, for Fiscal Year 2003 in the amount of $6,764,956, a copy of which is attached to this Agreement and incorporated herein as Exhibit A; and

WHEREAS, the state of Oregon awarded UASI Grant #04-071 to the city of Portland, Office of Emergency Management (POEM), as Grantee, for Fiscal Year 2004 in the amount of $8,112,992, a copy of which is attached to this Agreement and incorporated herein as Exhibit B; and

WHEREAS, UASI Grants #03-071 and #04-071 are intended to increase the ability of the Portland, Oregon Urban Area, which includes jurisdictions in Multnomah, Clackamas, Columbia and Washington counties in Oregon and Clark County in Washington, to prevent, respond to, and recover from chemical, biological, radiological, nuclear and explosive (CBRNE) events; and

WHEREAS, after extensive, coordinated discussions between state and urban area officials, a list of equipment, supplies, professional services, and training to be purchased for or by jurisdictions in the urban area has been developed; and

WHEREAS, the city of Portland, as Grant Administrator, is required to oversee and coordinate the expenditure of the UASI grant funds and has developed procedures to guide the procurement, delivery, and reimbursement processes; and

WHEREAS, the city of Portland, as Grant Administrator, is required to make periodic reports to the state of Oregon regarding the expenditure of the UASI grant funds and has developed procedures to coordinate the collection and submission of information and documents needed to support the reporting process; and

WHEREAS, the city of Portland and all other urban area jurisdictions that receive direct benefit from UASI grant purchases are required to comply with all terms of the UASI grants including, but not limited to, obligations regarding access to records and supplanting of funds; and

WHEREAS, the city of Portland entered into agreements with the urban area counties to secure their commitment to follow the city-developed procurement, delivery, reimbursement, and reporting procedures, to ensure their compliance with all terms of the UASI grants, and to obligate them to coordinate with and obtain similar assurances from directly benefiting jurisdictions within the respective counties; and

WHEREAS, the County entered into an agreement with the city of Portland on September 1, 2004 and accepted responsibility for coordinating the UASI grant processes within the County.

NOW, THEREFORE, the Parties agree as follows:

1. The County agrees:

   To coordinate grant-related procurement, reimbursement, and reporting activities with directly benefiting jurisdictions in the County consistent with the processes developed by the city of Portland to manage those activities.

2. The Agency agrees:

   a) That it has read the award conditions and certifications for grants #03-071 and #04-071, that it understands and accepts those conditions and certifications, and that it agrees to comply with all the obligations, and be bound by any limitations applicable to the city of Portland, as grantee, under those grant documents;

   b) To comply with the purchasing and reimbursement processes required by the grants, this Agreement, and the city of Portland;

c) To appropriately use and conserve all UASI funded equipment, supplies and/or materials provided for CBRNE incident prevention, preparedness, response, and recovery;

d) That all equipment, supplies, and services provided by the city of Portland to the Agency are as described in the approved grant budget documents, which the Agency has seen.

e) To treat all single items of equipment valued over $5,000 as fixed assets and to provide the city of Portland with a list of such equipment showing dates of purchase, equipment description, serial numbers, and locations where the equipment is housed or stored.

f) That any request or invoice it submits for reimbursement of costs for Agency staff training is consistent with the training identified in the approved grant budget documents, which the Agency has seen.

g) That the Agency understands and accepts full financial responsibility and may not be reimbursed for costs incurred for training which has not been approved by the state and the U.S. Department of Homeland Security, Office for Domestic Preparedness, even though that training may appear on the approved grant budget documents.

h) That the Agency will not deviate from the items listed in the approved grant budget documents without first securing written authority from the city of Portland.

i) That any public statement by the Agency referring to the receipt of UASI funded equipment, supplies, services, or training shall indicate that the funds for the purchase came from the U.S. Department of Homeland Security, Office for Domestic Preparedness, Urban Area Security Initiative grant program and the percent or dollar amount of federal funds used in the purchase.

j) To maintain and retain accounting and financial records in accordance with Generally Accepted Accounting Principles (GAAP) and the standards of the Office of Comptroller set forth in the May 2002 Office of Justice Program (OJP) Financial Guide, including without limitation in accordance with the Office of Management and Budget (OMB) Circulars 87, A-102, A-122, A-128, A-133. [All of these documents are to be retained for a minimum of six years after the contract has been awarded and available for review, upon request, to federal, state, and city of Portland employees or their agents or officers. Review may occur at any time, even after six years, if the records are still available.]

k) To obtain copies of all federal regulations with which the Agency must comply.

l) Not to supplant its local funds with federal and to, instead, use the federal funds to increase the amount of funds that, in the absence of federal aid, would be made available to the Agency to fund programs within the Urban Area Security Initiative grant program guidelines.

m) To list the city of Portland as a party to be held harmless and, subject to the limits of the Oregon Tort Claims Act and the Oregon Constitution, indemnified by the Agency and any contractor or subcontractor thereof, for any injury to person or property arising out of the equipment, supplies, or services provided under this Agreement, and as a party to whom a listed duty is due.

3. **Effective Date and Duration.** This Agreement shall be effective from the date both parties have signed and shall continue in effect until all mutual covenants expressed herein have been fully satisfied or until the Agreement is terminated due to the failure of one of the parties hereto to perform.

4. **Amendment.** This Agreement may be amended by written agreement of both parties but must remain consistent with the requirements of the Urban Area Security Initiative program, the UASI grants from the state to the city of Portland, and the city of Portland's UASI grant agreement with the County.

5. **Termination.** Either party may terminate this Agreement in the event the other fails to comply with its obligations under the Agreement. If the Agreement is terminated due to the Agency's failure or inability to comply with the provisions of the grants or the Agreement, the Agency will be liable to the city of Portland for the full cost of any equipment, materials, or services provided by the city of Portland to the Agency, and of any penalties imposed by the state or federal government. Each party will notify the other, in writing, of its intention to terminate this Agreement and the reasons therefore. The other party shall have fourteen days, or such other time as the parties may agree, from the date of the notice in which to correct or otherwise address the compliance failure which is the subject of the notice.

6. **Governing Law.** This contract shall be governed by and construed in accordance with the laws of the state of Oregon, without regard to principles of conflicts of law. Any claim, action, suit or proceeding that arises from or relates to this contract shall be brought and conducted exclusively within the Circuit Court of Washington County for the state of Oregon. In the event a claim is brought in a federal forum, then it shall be brought and conducted solely and exclusively in the United States District Court for the District of Oregon.

7. **Counterparts.** This contract may be executed in several counterparts, each of which shall be an original, all of which shall constitute one and the same instrument.

8. **Survival.** The terms, conditions, representations and all warranties in this contract shall survive the termination or expiration of this contract.

9. **Force Majeure.** Neither party shall be held responsible for delay or default caused by fire, riot, acts of God, or war where such cause was beyond reasonable control. Each party shall make all reasonable efforts to remove or eliminate such a cause of delay or default and shall, upon cessation of the cause, diligently pursue performance of its obligations under this contract.

10. **Indemnification.** Subject to the limits of the Oregon Tort Claims Act and the Oregon Constitution, the Agency shall hold harmless, indemnify and defend the County, its commissioners, employees and agents from any and all claims, damages, losses, and expenses, including but not limited to reasonable attorneys fees arising out of or resulting from agency's performance of or failure to perform the obligations of this contract.

11. **Third Party Beneficiaries.** The County and the Agency are the only parties to this contract and are the only parties entitled to enforce its terms. Nothing in this contract gives, or is intended to give, or shall be construed to give or provide any benefit or right, whether directly, indirectly, or otherwise, to third persons unless such persons are individually identified by name herein.

12. **Successors in Interest.** The terms of this Agreement shall be binding upon the successors and assigns of each party hereto.

13. **Entire Agreement.** The parties agree and acknowledge that this Agreement is a complete, integrated agreement that supersedes any prior understandings related to implementation of the FY-03 and FY-04 UASI program grants and that it is the entire agreement between them relative to those grants.

Washington County

Tom Brian Date 12-14-04

APPROVED AS TO FORM

Ellen M Dickens Date 12/6/04

Attorney

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 04-445
DATE 12-14-04
BY Barbara Heitmanek
CLERK OF THE BOARD

City of Beaverton

Date 1/10/05

APPROVED AS TO FORM

Date 1/10/05

Attorney

ORDINANCE NO. 179396

* Amend Intergovernmental Agreement with Washington County, Oregon to extend the time period for the distribution of equipment, supplies and services procured as a result of Urban Area Security Initiative Grants (Ordinance; amend Contract No. 52305)

The City of Portland ordains:

Section 1. The Council finds that:

1. The City of Portland (GRANTEE) was awarded a FY 2003 Urban Area Security Initiative Grant #03-071, a FY2004 Urban Area Security Initiative Grant #04-071 and currently, a new FY2005 Urban Area Security Initiative Grant #05-071.

2. The City of Portland is the official administrator for the UASI regional grants.

3. The FY03-UASI Grant award of $6,764,956.00 (Ordinance #178311) and the FY04-UASI Grant award of $8,112,992.00 (Ordinance #178527) and the FY05-UASI Grant award of $10,391,037 (Ordinance TBD) are for First Responders (primarily Fire and Law Enforcement) for the procurement of equipment, physical infrastructure, training, planning and the administration of CBRNE (Chemical, Biological, Radiological, Nuclear and Explosive) events.

4. Administration of this grant will be implemented as per the attached IGA. Contract No. 52305 (Exhibit A)

5. Former grant period will expire at end of FY03 and FY04 UASI grant periods.

6. New and approved FY05-UASI award will extend IGA to June 30, 2007.

NOW, THERFORE, the Council directs:

a. That the Commissioner-in-Charge and the Auditor are authorized to execute an amendment to Contract No. 52305 between the City and Washington County as outlined in a form substantially in accordance with the contract attached as Exhibit A.

Section 2. An emergency exists because delay in proceeding with this agreement will unnecessarily deprive Washington County and the City of Portland with the benefits of this agreement.

Passed by the Council, JUL 0 6 2005

Gary Blackmer
Auditor of the City of Portland
By
Deputy Susan Parsons

Mayor Tom Potter
Miguel Ascarrunz
June 8, 2005

AMENDMENT NO 1

CONTRACT NO: 52305

FOR

Washington County Intergovernmental Agreement (IGA)

Pursuant to Ordinance No. 179396

This Contract was made and entered into on the 8th day of September , 2004, by and between *Washington County*, hereinafter called Contractor, and the City of Portland, a municipal corporation of the State of Oregon, by and through its duly authorized representatives, hereinafter called City.

RECITALS:

1. The Urban Area Security Initiative (UASI) 2005 grant has been awarded from the US Department of Homeland Security (Grantor) through the State (Grantee) for administration by the City of Portland (Subgrantee).

2. The disposition of the grant funds to different governmental bodies, by the City, was achieved through intergovernmental agreements (IGAs) between the City and these entities. One such agreement was entered into between the City of Portland and Washington County.

3. The Council approved that IGA by Ordinance 179396 dated July 6, 2005.

NOW, THEREFORE, the parties agree:

1. This IGA between the City and Washington is hereby extended through June 30, 2007 .

2. This extension is necessary in order to provide sufficient time to distribute the equipment, supplies and services procured with the Urban Areas Security Initiative Grants (UASI) monies, including UASI 2005 grant.

All other terms and conditions of the existing IGA between the City and Washington County shall remain unchanged and in full force and effect.

Washington County

By: _____
Date

_____
(Name and Title)

Address: _____

Telephone: _____

Approved as to Form:
APPROVED AS TO FORM

By City Attorney Date

CITY ATTORNEY

CITY OF PORTLAND

By: _____
Date

10

GRANTEE COPY

OREGON OFFICE OF HOMELAND SECURITY
CRIMINAL JUSTICE SERVICES DIVISION
URBAN AREAS SECURITY INITIATIVE – CFDA # 97.008

GRANT AWARD CONDITIONS AND CERTIFICATIONS

PROGRAM NAME:	**Portland Urban Area FY05 UASI Grant**	GRANT NO:	**#05-071**
GRANTEE:	**City of Portland**	FY 2005 AWARD:	**$10,391,037**
ADDRESS:	**Portland Office of Emergency Management (POEM) 1001 SW Fifth Avenue, Suite 650 Portland, OR 97204**	AWARD PERIOD:	**5/1/05 thru 12/31/06**
PROGRAM CONTACT:	**Mike McGuire** mmcguire@ci.portland.or.us	TELEPHONE: FAX:	**(503) 823-2691**
FISCAL CONTACT:	**Sarah Liggett**	TELEPHONE:	**(503) 823-2055**

BUDGET

REVENUE

Federal Grant Funds	$10,391,037

TOTAL REVENUE: $10,391,037

EXPENDITURES

Equipment	$6,513,462
Explosive Device Mitigation	$115,276
Physical Security Enhancement	$850,625
Incident Response Vehicles	$400,000
Citizen Corps Program	$194,017
Planning	$1,305,757
Training	$652,124
Exercises	$100,000
Administration	$259,776

TOTAL EXPENDITURES: $10,391,037

This document along with the terms and conditions and grant application attached hereto and any other document referenced constitutes an agreement between the Criminal Justice Services Division (CJSD) of the Oregon Office of Homeland Security and the Grantee. No waiver, consent, modification or change of terms of this agreement shall be binding unless agreed to in writing and signed by both the Grantee and CJSD. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this agreement. The Grantee, by signature of its authorized representative, hereby acknowledges that he/she has read this agreement, understands it, and agrees to be bound by its terms and conditions (including all references to other documents). Failure to comply with this agreement and with applicable state and federal rules and guidelines may result in the withholding of reimbursement, the termination or suspension of the agreement, denial of future grants, and/or damages to CJSD.

TERMS AND CONDITIONS

I. CONDITIONS OF AWARD

A. The Grantee agrees to operate the program as described in the application and to expend funds in accordance with the approved budget unless the Grantee receives prior written approval by CJSD to modify the program or budget. CJSD may withhold funds for any expenditure not within the approved budget or in excess of amounts approved by CJSD. Failure of the Grantee to operate the program in accordance with the written agreed upon objectives contained in the grant application and budget will be grounds for immediate suspension and/or termination of the grant agreement.

B. The Grantee agrees that all publications created with funding under this grant shall prominently contain the following statement: "This document was prepared under a grant from the Office of State and Local Government Coordination and Preparedness (SLGCP), United States Department of Homeland Security. Points of view or opinions expressed in this document are those of the authors and do not necessarily represent the official position or policies of SLGCP or the U.S. Department of Homeland Security.

C. The Grantee agrees that, when practicable, any equipment purchased with grant funding shall be prominently marked as follows: "Purchased with funds provided by the U.S. Department of Homeland Security."

D. Maintenance, Retention and Access to Records; Audits.

1. Maintenance and Retention of Records. The Grantee agrees to maintain accounting and financial records in accordance with Generally Accepted Accounting Principles (GAAP) and the standards of the Office of the Comptroller set forth in the March 2005 Office of Justice Programs (OJP) Financial Guide, including without limitation in accordance with Office of Management and Budget (OMB)Circulars A-87, A-102, A-122, A-128, A-133. All financial records, supporting documents, statistical records and all other records pertinent to this grant or agreements under this grant shall be retained by the Grantee for a minimum of five years for purposes of State of Oregon or Federal examination and audit. It is the responsibility of the Grantee to obtain a copy of the OJP Financial Guide from the Office of the Comptroller and apprise itself of all rules and regulations set forth.

2. Retention of Equipment Records. Records for equipment shall be retained for a period of three years from the date of the disposition or replacement or transfer at the discretion of the awarding agency. Title to all equipment and supplies purchased with funds made available under the SHSGP shall vest in the Grantee agency that purchased the property, if it provides written certification to CJSD that it will use the property for purposes consistent with the Urban Areas Security Initiative Grant Program.

3. Access to Records. CJSD, Oregon Secretary of State, the Office of the Comptroller, the General Accounting Office (GAO) or any of their authorized representatives, shall have the right of access to any pertinent books, documents, papers, or other records of Grantee and any contractors or subcontractors of Grantee, which are pertinent to the grant, in order to make audits, examinations, excerpts, and transcripts. The right of access is not limited to the required retention period but shall last as long as the records are retained.

4. Audits. If Grantee *expends* $500,000 or more in Federal funds (from all sources) in its fiscal year, Grantee shall have a single organization-wide audit conducted in accordance with the provisions of OMB Circular A-133. Copies of all audits must be submitted to CJSD within 30 days of completion. If Grantee expends less than $500,000 in its fiscal year in Federal funds, Grantee is exempt from Federal audit requirements for that year. Records must be available for review or audit by appropriate officials as provided in Section I.D.1 herein.

5. Audit Costs. Audit costs for audits not required in accordance with OMB Circular A-133 are unallowable. If Grantee did not expend $500,000 or more in Federal funds in its fiscal year, but contracted with a certified public accountant to perform an audit, costs for performance of that audit shall not be charged to the grant.

E. Funding.

1. Matching Funds. **This Grant does not require matching funds.**

2. Supplanting. The Grantee certifies that federal funds will not be used to supplant state or local funds, but will be used to increase the amount of funds that, in the absence of federal aid, would be made available to the Grantee to fund programs consistent with Urban Areas Security Initiative Grant Program guidelines.

F. Reports. **Failure of the Grantee to submit the required program, financial, or audit reports, or to resolve program, financial, or audit issues may result in the suspension of grant payments and/or termination of the grant agreement.**

1. Progress Reports, Initial Strategy Implementation Plan (ISIP), and Biannual Strategy Implementation Report (BSIR). The Grantee agrees to submit two types of semi-annual reports on its progress in meeting each of its agreed upon goals and objectives. One is a narrative progress report that addresses specific information regarding the activities carried out under the FY 2005 Urban Areas Security Initiative Grant Program and how they address identified project specific goals and objectives. Progress reports are due **January 17, 2006; July 18, 2006; and January 15, 2007 or whenever Requests for Reimbursement are submitted, whichever comes first.** Narrative reports may be submitted separately or included in the "Project Notes" section of the BSIR.

   The second is a set of web-based applications that details how funds are linked to one or more projects, which in turn must support specific goals and objectives in the State or Urban Area Homeland Security Strategy. The first report, the Initial Strategy Implementation Plan (ISIP), is due by **May 9, 2005.**

   Biannual Strategy Implementation Reports (BSIR) must be received no later than **July 15, 2005, January 17, 2006; July 18, 2006; and January 15, 2007.** A final BSIR will be due 90 days after the grant award period.

   Examples of information to be captured in the ISIP and BSIR include:
   - Total dollar amount received from each funding source
   - Projects(s) to be accomplished with funds provided during the grant award period.
   - State or Urban Area Homeland Security Strategy goal or objective supported by the project(s).
   - Amount of funding designated for each discipline from each grant funding source.
   - Solution area which expenditures will be made and the amount that will be expended under each solution area from each grant funding source.
   - Metric and or narrative discussion indicating project progress / success.

   Any progress report, Initial Strategy Implementation Plan, or Biannual Strategy Implementation Report that is outstanding for more than one month past the due date may cause the suspension and/or termination of the grant. Grantee must receive prior written approval from CJSD to extend a progress report requirement past its due date.

2. Financial Reimbursement Reports.

   a. In order to receive reimbursement, the Grantee agrees to submit a signed Request for Reimbursement (RFR) which includes **supporting documentation for all grant expenditures.** RFRs may be submitted quarterly but no less frequently than semi-annually during the term of the grant agreement. **At a minimum,** RFRs must be received no later than **January 31, 2006; July 31, 2006; and January 31, 2007.**

      Reimbursements for expenses will be withheld if progress reports are not submitted by the specified dates or are incomplete.

   b. Reimbursement rates for travel expenses shall not exceed those allowed by the State of Oregon. Requests for reimbursement for travel must be supported with a detailed statement identifying the person who traveled, the purpose of the travel, the times, dates, and places of travel, and the actual expenses or authorized rates incurred.

c. Reimbursements will only be made for actual expenses incurred during the grant period. The Grantee agrees that no grant funds may be used for expenses incurred before **May 1, 2005 or after December 31, 2006.**

d. Grantee shall be accountable for and shall repay any overpayment, audit disallowances or any other breach of grant that results in a debt owed to the Federal Government. CJSD shall apply interest, penalties, and administrative costs to a delinquent debt owed by a debtor pursuant to the Federal Claims Collection Standards and OMB Circular A-129.

3. Audit Reports. Grantee shall provide CJSD copies of all audit reports pertaining to this Grant Agreement obtained by Grantee, whether or not the audit is required by OMB Circular A-133.

G. Indemnification. The Grantee shall, to the extent permitted by the Oregon Constitution and by the Oregon Tort Claims Act, defend, save, hold harmless, and indemnify the State of Oregon and CJSD, their officers, employees, agents, and members from all claims, suits and actions of whatsoever nature resulting from or arising out of the activities of Grantee, its officers, employees, subcontractors, or agents under this grant.

Grantee shall require any of its contractors or subcontractors to defend, save, hold harmless and indemnify the State of Oregon, Criminal Justice Services Division, and the Oregon Office of Homeland Security, their officers, employees, agents, and members, from all claims, suits or actions of whatsoever nature resulting from or arising out of the activities of subcontractor under or pursuant to this grant.

Grantee shall, if liability insurance is required of any of its contractors or subcontractors, also require such contractors or subcontractors to provide that the State of Oregon, Criminal Justice Services Division, and the Oregon Office of Homeland Security and their officers, employees and members are Additional Insureds, but only with respect to the contractor's or subcontractor's services performed under this grant.

H. Copyright and Patents.

1. Copyright. If this agreement or any program funded by this agreement results in a copyright, the CJSD and the Office for Domestic Preparedness reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for government purposes, the work or the copyright to any work developed under this agreement and any rights of copyright to which Grantee, or its contractor or subcontractor, purchases ownership with grant support.

2. Patent. If this agreement or any program funded by this agreement results in the production of patentable items, patent rights, processes, or inventions, the Grantee or any of its contractors or subcontractors shall immediately notify CJSD. The CJSD will provide the Grantee with further instruction on whether protection on the item will be sought and how the rights in the item will be allocated and administered in order to protect the public interest, in accordance with federal guidelines.

I. No Implied Waiver, Cumulative Remedies. The failure of Grantor to exercise, and any delay in exercising any right, power, or privilege under this Agreement shall not operate as a waiver thereof, nor shall any single or partial exercise of any right, power, or privilege under this Agreement preclude any other or further exercise thereof or the exercise of any other such right, power, or privilege. The remedies provided herein are cumulative and not exclusive of any remedies provided by law.

J. Governing Law; Venue; Consent to Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflicts of law. Any claim, action, suit, or proceeding (collectively, "Claim") between Grantor (and/or any other agency or department of the State of Oregon) and Grantee that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court for the State of Oregon; provided, however, if the Claim must be brought in a federal forum, then it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. **Grantee, By Execution Of This Agreement, Hereby Consents To The In Personam Jurisdiction Of Said Courts.**

K. Notices. Except as otherwise expressly provided in this Section, any communications between the parties hereto or notice to be given hereunder shall be given in writing by personal delivery, facsimile, or mailing the same by registered or certified mail, postage prepaid to Grantee or Grantor at the address or number set forth on page 1 of this Agreement, or to such other addresses or numbers as either party may hereafter indicate pursuant to this section. Any communication or notice so addressed and sent by registered or certified mail

shall be deemed delivered upon receipt or refusal of receipt. Any communication or notice delivered by facsimile shall be deemed to be given when receipt of the transmission is generated by the transmitting machine. Any communication or notice by personal delivery shall be deemed to be given when actually delivered. The parties also may communicate by telephone, regular mail or other means, but such communications shall not be deemed Notices under this Section unless receipt by the other party is expressly acknowledged in writing by the receiving party.

L. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of Grantor, Grantee, and their respective successors and assigns, except that Grantee may not assign or transfer its rights or obligations hereunder or any interest herein without the prior consent in writing of Grantor.

M. Survival. All provisions of this Agreement set forth in the following sections shall survive termination of this Agreement: Section I.C (Maintenance, Retention and Access to Records; Audits); Section I.E (Reports); and Section I.F (indemnification).

N. Severability. If any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular term or provision held to be invalid.

O. Relationship of Parties. The parties agree and acknowledge that their relationship is that of independent contracting parties and neither party hereto shall be deemed an agent, partner, joint venturer or related entity of the other by reason of this Agreement.

II. Grantee Compliance and Certifications

A. Debarment, Suspension, Ineligibility and Voluntary Exclusion. The Grantee certifies by accepting grant funds that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, nor voluntarily excluded from participation in this transaction by any Federal department or agency. (This certification is required by regulations published May 26, 1988, implementing Executive Order 12549, Debarment and Suspension, 28 CFR Part 69 and 28 CFR Part 67.)

B. Standard Assurances and Certifications Regarding Lobbying. The Anti-Lobbying Act, 18 U.S.C. § 1913, was amended to expand significantly the restriction on use of appropriated funding for lobbying. This expansion also makes the anti-lobbying restrictions enforceable via large civil penalties, with civil fines between $10,000 and $100,000 per each individual occurrence of lobbying activity. These restrictions are in addition to the anti-lobbying and lobbying disclosure restrictions imposed by 31 U.S.C. § 1352. The Office of Management and Budget (OMB) is currently in the process of amending the OMB cost circulars and the common rule (codified at 28 C.F.R. part 69 for DOJ grantees) to reflect these modifications. However, in the interest of full disclosure, all applicants must understand that no federally-appropriated funding made available under this grant program may be used, either directly or indirectly, to support the enactment, repeal, modification or adoption of any law, regulation, or policy, at any level of government, without the express approval of the U.S. Department of Justice. Any violation of this prohibition is subject to a minimum $10,000 fine for each occurrence. This prohibition applies to all activity, even if currently allowed within the parameters of the existing OMB circulars.

C. Compliance with Applicable Law. The Grantee agrees to comply with all applicable laws, regulations, and guidelines of the State of Oregon, the Federal Government and CJSD in the performance of this agreement, including but not limited to:

1. The provisions of 28 CFR applicable to grants and cooperative agreements including Part 18, Administrative Review Procedure; Part 20, Criminal Justice Information Systems; Part 22, Confidentiality of Identifiable Research and Statistical Information; Part 23, Criminal Intelligence Operating Policies; Part 30, Intergovernmental Review of Department of Justice Programs and Activities; Part 42, Non-Discrimination/Equal Employment Opportunity Policies and Procedures; Part 61, Procedures for Implementing the National Environmental Policy Act; Part 63, Floodplain Management and Wetland Protection Procedures, and Federal laws or regulations applicable to Federal assistance programs.
2. Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646).
3. Section 102(a) of the Flood Disaster Protection Act of 1973, P.L. 93-234, 87 Stat.97, approved December 31, 1976.

4. Section 106 of the National Historic Preservation Act of 1966 as amended (16 USC 470), Executive Order 11593, and the Archeological and Historical Preservation Act of 1966 (16 USC 569a-1 et seq.)
5. National Environmental Policy Act of 1969, 42 USC 4321 et seq.
6. Flood Disaster Protection Act of 1973, 42 USC 4001 et seq.
7. Clean Air Act, 42 USC 7401 et seq.
8. Clean Water Act, 33 USC 1368 et seq.
9. Federal Water Pollution Control Act of 1948, as amended, 33 USC 1251 et seq.
10. Safe Drinking Water Act of 1974, 42 USC 300f et seq.
11. Endangered Species Act of 1973, 16 USC 1531 et seq.
12. Wild and Scenic Rivers Act of 1968, as amended, 16 USC 1271 et seq.
13. Historical and Archaeological Data Preservation Act of 1960, as amended, 16 USC 469 et seq.
14. Coastal Zone Management Act of 1972, 16 USC 1451 et seq.
15. Coastal Barrier Resources Act of 1982, 16 USC 3501 et seq.
16. Indian Self-Determination Act, 25 USC 450f.
17. Hatch Political Activity Act of 1940, as amended, 5 USC 1501 et seq.
18. Animal Welfare Act of 1970, 7 USC 2131 et seq.
19. Demonstration Cities and Metropolitan Development Act of 1966, 42 USC 3301 et seq.
20. Federal Fair Labor Standards Act of 1938 (as appropriate), as amended, 29 USC 201 et seq.

D. Certification of Non-discrimination.

1. The Grantee, and all its contractors and subcontractors, certifies that no person shall be excluded from participation in, denied the benefits of, subjected to discrimination under, or denied employment in connection with any activity funded under this agreement on the basis of race, color, age, religion, national origin, handicap, or gender. The Grantee, and all its contractors and subcontractors, assures compliance with the following laws:

   a. Non-discrimination requirements of the Omnibus Crime Control and Safe Streets Act of 1968, as amended;

   b. Title IV of the Civil Rights Act of 1964, as amended;

   c. Section 504 of the Rehabilitation Act of 1973, as amended;

   d. Title II of the Americans with Disabilities Act (ADA) of 1990,

   e. Title IX of the Education Amendments of 1972;

   f. The Age Discrimination Act of 1975;

   g. The Department of Justice Nondiscrimination Regulations 28 CFR Part 42, Subparts C, D, E, and G;

   h. The Department of Justice regulations on disability discrimination, 28 CFR Part 35 and Part 39.

2. In the event that a Federal or State court or administrative agency makes a finding of discrimination after a due process hearing on the grounds of race, color, age, religion, national origin, handicap or gender against the Grantee or any of its contractors or subcontractors, the Grantee or any of its contractors or subcontractors will forward a copy of the finding to the Criminal Justice Services Division (CJSD). CJSD will forward a copy of the finding to the Office for Civil Rights, Office of Justice Programs.

E. Civil Rights Compliance. All recipients of federal grant funds are required, and Grantee agrees, to comply with nondiscrimination requirements of Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d et seq. (prohibiting discrimination in programs or activities on the basis of race, color, and national origin); Omnibus Crime Control and Safe Streets Act of 1968, as amended, 42 U.S.C. §3789d(c)(1) (prohibiting discrimination in employment practices or in programs and activities on the basis of race, color, religion, national origin, and gender); Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. § 794 et seq. (prohibiting discrimination in employment practices or in programs and activities on the basis of disability); Title II of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12131 (prohibiting discrimination in services, programs, and activities on the basis of disability); The Age Discrimination Act of 1975, 42 U.S.C. § 6101-07 (prohibiting discrimination in programs and activities on the basis of age); and Title IX of the Education Amendments of 1972, 20 U.S.C § 1681 et seq. (prohibiting discrimination in educational programs or activities on the basis of gender).

F. Equal Employment Opportunity Program. If the Grantee, or any of its contractors or subcontractors, has 50 or more employees, is receiving more than $25,000 pursuant to this agreement, and has a service population with a minority representation of three percent or more, the Grantee, or any of its contractors or subcontractors, agrees to formulate, implement and maintain an equal employment opportunity program relating to employment practices affecting minority persons and women. If the Grantee, or any of its contractors or subcontractors, has 50 or more employees, is receiving more than $25,000 pursuant to this agreement, and has a service population with a minority representation of less than three percent, the Grantee or any of its contractors or subcontractors, agrees to formulate, implement and maintain an equal employment opportunity program relating to its practices affecting women. The Grantee, and any of its contractors and subcontractors, certifies that an equal employment opportunity program as required by this section will be in effect on or before the effective date of this agreement. Any Grantee, and any of its contractors or subcontractors, receiving more than $500,000, either through this agreement or in aggregate grant funds in any fiscal year, shall in addition submit a copy of its equal employment opportunity plan at the same time as the application submission, with the understanding that the application for funds may not be awarded prior to approval of the Grantee's, or any of its contractors or subcontractors, equal employment opportunity program by the Office for Civil Rights, Office of Justice Programs.

If required to formulate an Equal Employment Opportunity Program (EEOP), the Grantee must maintain a current copy on file which meets the applicable requirements.

G. Services to Limited English Proficient (LEP) Persons. Recipients of ODP financial assistance are required to comply with several federal civil rights laws, including Title VI of the Civil Rights Act of 1964, as amended. These laws prohibit discrimination on the basis of race, color, religion, national origin, and sex in the delivery of services. National origin discrimination includes discrimination on the basis of limited English proficiency. To ensure compliance with Title VI, recipients are required to take reasonable steps to ensure that LEP persons have meaningful access to their programs. Meaningful access may entail providing language assistance services, including oral and written translation, where necessary. Grantees are encouraged to consider the need for language services for LEP persons served or encountered both in developing their proposals and budgets and in conducting their programs and activities. Reasonable costs associated with providing meaningful access for LEP individuals are considered allowable program costs. For additional information, please see http://www.lep.gov.

H. National Environmental Policy Act (NEPA); Special Condition for U.S. Department of Justice Grant Programs.

1. Prior to obligating grant funds, Grantee agrees to first determine if any of the following activities will be related to the use of the grant funds. Grantee understands that this special condition applies to its following new activities whether or not they are being specifically funded with these grant funds. That is, as long as the activity is being conducted by the Grantee, a contractor, subcontractor or any third party and the activity needs to be undertaken in order to use these grant funds, this special condition must first be met. The activities covered by this special condition are:
   a. new construction;
   b. minor renovation or remodeling of a property either (a) listed on or eligible for listing on the National Register of Historic Places or (b) located within a 100-year floodplain;
   c. a renovation, lease, or any other proposed use of a building or facility that will either (a) result in a change in its basic prior use or (b) significantly change its size; and

d. implementation of a new program involving the use of chemicals other than chemicals that are (a) purchased as an incidental component of a funded activity and (b) traditionally used, for example, in office, household, recreational, or educational environments.

2. Application of This Special Condition to Grantee's Existing Programs or Activities: For any of the Grantee's or its contractors' or subcontractors' existing programs or activities that will be funded by these grant funds, the Grantee, upon specific request from the Office for Domestic Preparedness, agrees to cooperate with the Office for Domestic Preparedness in any preparation by the Office for Domestic Preparedness of a national or program environmental assessment of that funded program or activity.

I. Certification Regarding Drug Free Workplace Requirements. Grantee certifies that it will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

2. Establishing a drug-free awareness program to inform employees about:

a. The dangers of drug abuse in the workplace;
b. The Grantee's policy of maintaining a drug-free workplace;
c. Any available drug counseling, rehabilitation, and employee assistance programs; and
d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

3. Requiring that each employee engaged in the performance of the grant be given a copy of the employer's statement required by paragraph (a).

4. Notifying the employee that, as a condition of employment under the award, the employee will:

a. Abide by the terms of the statement; and
b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace not later that five days after such conviction.

5. Notifying the Grantee within ten days after receiving notice from an employee or otherwise receiving actual notice of such conviction.

6. Taking one of the following actions, within 30 days of receiving notice, with respect to any employee who is so convicted:

a. Taking appropriate personnel action against such an employee, up to and including termination; or
b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by federal, state, or local health, law enforcement, or other appropriate agency.

7. Making a good faith effort to continue to maintain a drug-free workplace.

III. Suspension or Termination of Funding

The Criminal Justice Services Division may suspend funding in whole or in part, terminate funding, or impose another sanction on an Urban Areas Security Initiative Grant Program recipient for any of the following reasons:

A. Failure to comply substantially with the requirements or statutory objectives of the Urban Areas Security Initiative Grant Program guidelines issued thereunder, or other provisions of federal law.

B. Failure to make satisfactory progress toward the goals and objectives set forth in the application.

C. Failure to adhere to the requirements of the grant award and standard or special conditions.

D. Proposing or implementing substantial plan changes to the extent that, if originally submitted, the application would not have been selected.

E. Failing to comply substantially with any other applicable federal or state statute, regulation, or guideline. Before imposing sanctions, the Criminal Justice Services Division will provide reasonable notice to the Grantee of its intent to impose sanctions and will attempt to resolve the problem informally.

IV. Grantee Representations and Warranties

Grantee represents and warrants to Grantor as follows:

1. Existence and Power. Grantee is a political subdivision of the State of Oregon. Grantee has full power and authority to transact the business in which it is engaged and full power, authority, and legal right to execute and deliver this Agreement and incur and perform its obligations hereunder.

2. Authority, No Contravention. The making and performance by Grantee of this Agreement (a) have been duly authorized by all necessary action of Grantee, (b) do not and will not violate any provision of any applicable law, rule, or regulation or order of any court, regulatory commission, board or other administrative agency or any provision of Grantee's articles of incorporation or bylaws and (c) do not and will not result in the breach of, or constitute a default or require any consent under any other agreement or instrument to which Grantee is a party or by which Grantee or any of its properties are bound or affected.

3. Binding Obligation. This Agreement has been duly authorized, executed and delivered on behalf of Grantee and constitutes the legal, valid, and binding obligation of Grantee, enforceable in accordance with its terms.

4. Approvals. No authorization, consent, license, approval of, filing or registration with, or notification to, any governmental body or regulatory or supervisory authority is required for the execution, delivery or performance by Grantee of this Agreement.

C Merlo — 7.28.05

Carmen Merlo, Director — Date
Criminal Justice Services Division
Oregon Office of Homeland Security
4760 Portland Road NE
Salem, OR 97305
(503) 378-4145 ext 545

Tom Potter — 7/22/05

Signature of Authorized Grantee Official — Date

Tom Potter, MAYOR

Name/Title

APPROVED AS TO FORM

Linda Meng /MS

CITY ATTORNEY

Portland Urban Area FY05 UASI Application Budget

Category	Item	Quantity	Unit Cost	Total Cost	Agency	Discipline	Subtotals
Project 8: To Establish / Enhance Portland UA Homeland Security Training							34,764
Training	ODP approved training for MRT/TNT/LAB personnel 90 personnel	1	34,764	34,764	Beaverton Police Department	Police	
Project 11: To Develop / Enhance Interoperable Communications Systems For CBRNE Responders							153,045
AEL 6.2	800 MHz type II portable radios	45	3,401	153,045	Beaverton	Police	
	Beaverton's Share of FY05 UASI Grant						**187,809**

AGENDA BILL

Beav rton City Council
Beaverton, Oregon

SUBJECT: Traffic Commission Issues No.:
TC 581 - Stop Sign on SW Cornhusker Avenue at Cottontail Lane;
TC 582 - Revision to 15-Minute Parking Zone on SW Broadway;
TC 583 - Centerline Striping and Parking Restrictions at SW 148th Terrace and Telluride Terrace;
TC 584 - Traffic Signal at SW Denney Road and Lombard Avenue

FOR AGENDA OF: 11-7-05 **BILL NO:** 05206

Mayor's Approval:

DEPARTMENT OF ORIGIN: Engineering

DATE SUBMITTED: 10-25-05

CLEARANCES: Transportation
City Attorney

PROCEEDING: Consent

EXHIBITS:
1. Vicinity Map
2. City Traffic Engineer's reports on Issues TC 581 - 584
3. Materials received at the hearing
4. Final Written Order on TC 584
5. Draft minutes of the meeting of October 6, 2005 (excerpt)

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

On October 6, 2005, the Traffic Commission considered the following issues:

- TC 581, Stop Sign on SW Cornhusker Avenue at Cottontail Lane
- TC 582, Revision to 15-Minute Parking Zone on SW Broadway
- TC 583, Centerline Striping and Parking Restrictions at SW 148th Terrace and Telluride Terrace
- TC 584, Traffic Signal at SW Denney Road and Lombard Avenue

The staff reports for Issues TC 581-584 are attached as Exhibit 2.

INFORMATION FOR CONSIDERATION:

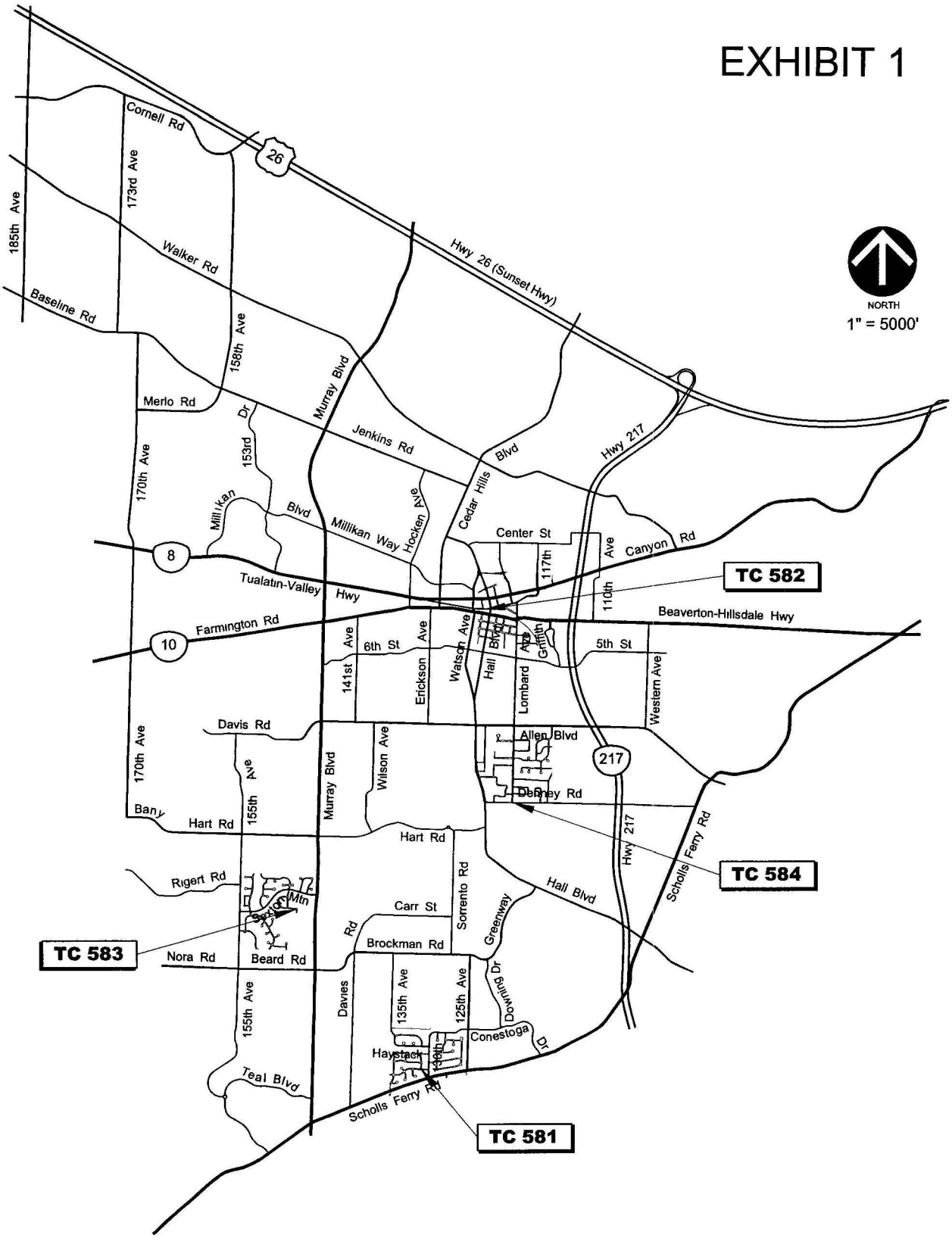
After some discussion, the staff recommendations on Issues TC 581-583 were approved by the Commission on consent agenda.

A public hearing was held on Issue TC 584. Following the hearing, the Commission voted 5-0 to recommend that no traffic signal be installed at the intersection of SW Denney Road and Lombard Avenue.

RECOMMENDED ACTION:

Approve the Traffic Commission recommendations on Issues TC 581-584.

EXHIBIT 1



Y:\Traffic\Drawings\TC Vicinity Map\VICINITY MAP TC 581-584 10-06-05.dwg

City Of Beaverton

Vicinity Map for October 2005
TC Issues: 581 through 584

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 9/9/05
Reviewed By: _____ Date: _____
Approved By: _____ Date: 10/1

EXHIBIT 2

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 581
(Stop Sign on SW Cornhusker Avenue at Cottontail Lane)

September 15, 2005

Background Information

Mr. Bill Winn requested a stop sign on SW Cornhusker Avenue at Cottontail Lane. He indicated that the north end of Cornhusker Avenue and most other intersections in the neighborhood are controlled by stop signs.

The intersection of Cornhusker and Cottontail is a tee intersection. There is currently no traffic control at the intersection. However, other intersections in the area and along Cottontail lane are controlled by stop signs. The traffic volume at the intersection is low. A traffic count taken in July 2005 showed in a 24 hour period approximately 290 vehicles entered the intersection from the east, 180 vehicles entered from the west and 115 vehicles entered from the north. The 85th percentile speed on Cottontail west of Cornhusker is approximately 28 mph. No crashes were reported during the most recent 3 year period of crash records.

Typically in residential areas, stop or yield signs are not installed at low volume, low speed tee intersections, such intersections operate satisfactorily without traffic controls. However, since similar intersections in the neighborhood and along Cottontail are stop controlled, Cornhusker is inconsistent with the traffic control in the area. Assignment of right of way may be appropriate at this intersection to maintain consistency.

The Manual on Traffic Control Devices (MUTCD) guidance on the installation of a stop sign is to minimize the number of vehicles having to stop by installing the stop sign on the street with the lowest volume of traffic.

It appears that a stop sign on Cornhusker would meet the MUTCD guidance since the traffic volume entering the intersection from Cornhusker is the lowest.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians);
- 1g (carry anticipated traffic volumes safely).
- 2 (all proposed new traffic control devices shall be based on the standards of the MUTCD)

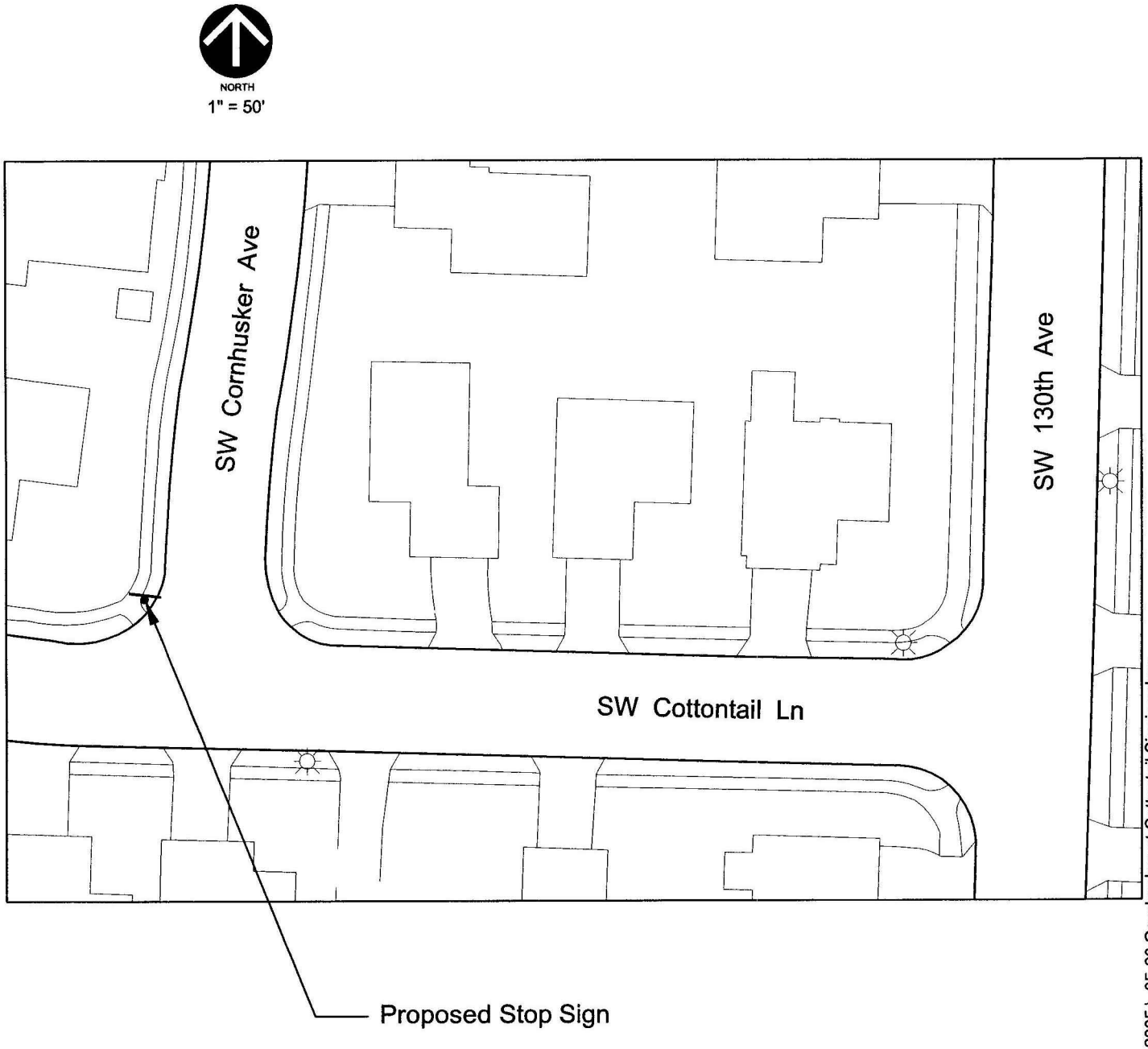
Conclusions:

1. A stop sign may improve safety by providing consistency of signing along Cottontail Lane, satisfying Criterion 1a, 1b and 1g.
2. A stop sign meets the guidance of the MUTCD satisfying criterion 2.

Recommendation:

Install a stop sign for southbound traffic on Cornhusker Avenue at Cottontail Lane.

TC 581



Y:\ Traffic \ Drawings \ 2005 \ 05-66 Cornhusker at Cottontail Signing.dwg

City Of Beaverton

Stop Sign
On SW Cornhusker Ave At SW Cottontail Ln

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 9/9/05
Reviewed By: _____ Date: _____
Approved By: _____ Date: 504

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 582

(Revision to 15-Minute Parking Zone on SW Broadway)

September 15, 2005

Background Information

Mr. Charles Wilson spoke during the Visitors portion of the Traffic Commission meeting of September 1, 2005. Mr. Wilson was representing the Beaverton Sub Station on SW Broadway. He also brought letters from two adjoining businesses and photographs (copies attached).

Currently, along the south side of Broadway near these businesses there exists a 15-minute parking zone, which is effective Monday through Friday from 7 a.m. to 6 p.m. The businesses request that the 15-minute parking restriction be revised to include Saturdays. The 15-minute zone is approximately 55 feet in length, accommodating two parked cars.

City records show that the 15-minute zone was approved in 1995 as TCB Issue 303. We are unable to find records on why the zone was created or why the zone did not include Saturdays.

The remainder of Broadway in the area is posted with one-hour and two-hour parking limits. The one-hour and two-hour restrictions are all effective Monday through Saturday between 7 a.m. and 6 p.m. The requested changes would make the effective hours of the 15-minute zone consistent with other parking restrictions in the area.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion);

Conclusions:

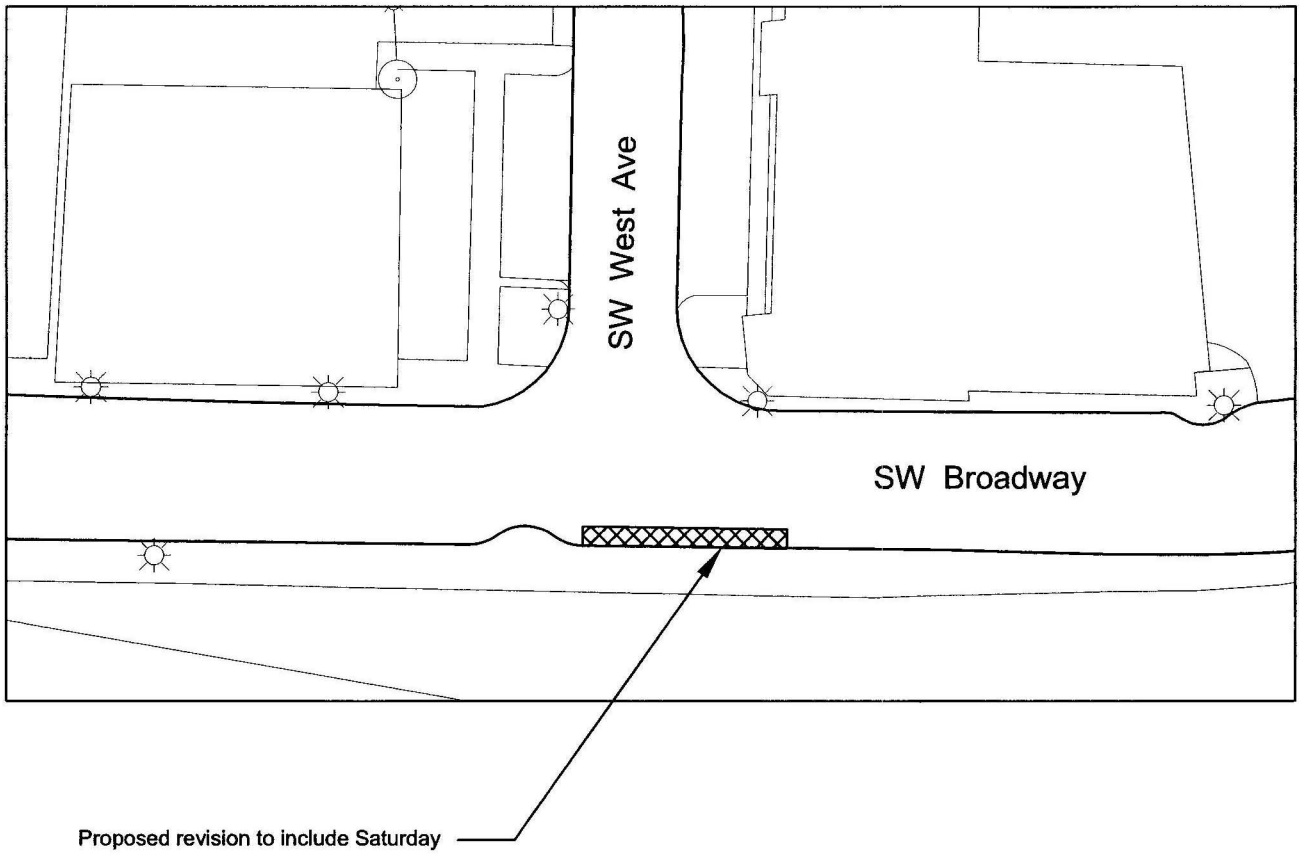
1. Revising the 15-minute parking zone to be effective Monday through Saturday will be consistent with other parking restrictions on Broadway.
2. Letters attached to this report and previous testimony to the Traffic Commission demonstrate support for the revision from the businesses abutting the existing 15-minute zone, satisfying Criterion 1d.

Recommendation:

Revise the existing 15-minute parking zone on the south side of SW Broadway near 12460 SW Broadway to be effective Monday through Saturday between 7 a.m. and 6 p.m.

TC 582

NORTH
1" = 50'



Y:\Traffic\Drawings\2005\05-90 Broadway at West Signing.dwg

City Of Beaverton

Revision to 15-Minute Parking Zone
On SW Broadway Near SW West Ave

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 9/12/05
Reviewed By: _____ Date: _____
Approved By: _____ Date: 9/06

August 30, 2005

RECEIVED
RECORD COPY
SEP - 1 2005
ENGINEERING DEPT.

Dear Sir,

The parking signs outside our business, Vanak's Beaverton Shoe Repair, at 12460 SW Broadway read: 15 minute parking 7AM - 6PM Monday - Friday.

Would you please change it so that it includes Saturday as people are parking there all day on Saturdays making it difficult for our customers to find a place to park.

Thank you,

C. David Vanak

RECORD COPY

RECEIVED
SEP - 1 2005
ENGINEERING DEPT.

8-25-2005

Will you please change the parking sign at 12472 SW Broadway in Beaverton that reads 15 min parking 7AM - 6PM Mon - Fri to read 7AM - 6PM Mon - Sat?

Thank you!

Sincerely,
John Vittrier
Studio Barber Shop.. at the same location as above

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RECEIVED
SEP - 1 2005
ENGINEERING DEPT.

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 583
(Centerline Striping and Parking Restrictions at SW 148th Terrace and Telluride Terrace)

September 14, 2005

Background Information

Mr. Craig Nelsen requested a centerline at SW 148th Terrace and Telluride Terrace. He is concerned about vehicles cutting the corner and conflicting with oncoming traffic.

The paved width of SW 148th Terrace and Telluride Terrace is 28 feet. The street makes a 90 degree turn where the street name changes from Telluride to 148th Terrace. In this turn area the street has a wide half circular area.

Adding centerline striping would provide two 14 foot lanes. A 14 foot wide lane is not sufficient to allow for a traveled lane and parking. Currently parking is restricted at the west side of 148th Terrace. To stripe a centerline and to keep the traveled lanes clear it would require additional parking restriction on the east side of 148th and on both sides on Telluride near the intersection. In the circular area, there is sufficient width for parking; however, existing driveways prevent parking in most of the circular area. See attached drawing.

Residents in the area support the installation of a centerline and parking restriction. See attached letter.

The attached drawing shows the approximate locations of the proposed centerline stripe and the proposed parking restrictions. The precise locations will be determined in the field. Adjustments will be made as necessary to coordinate with driveways, trees and other features that may affect sign locations.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians);
- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion);
- 1g (carry anticipated traffic volumes safely);

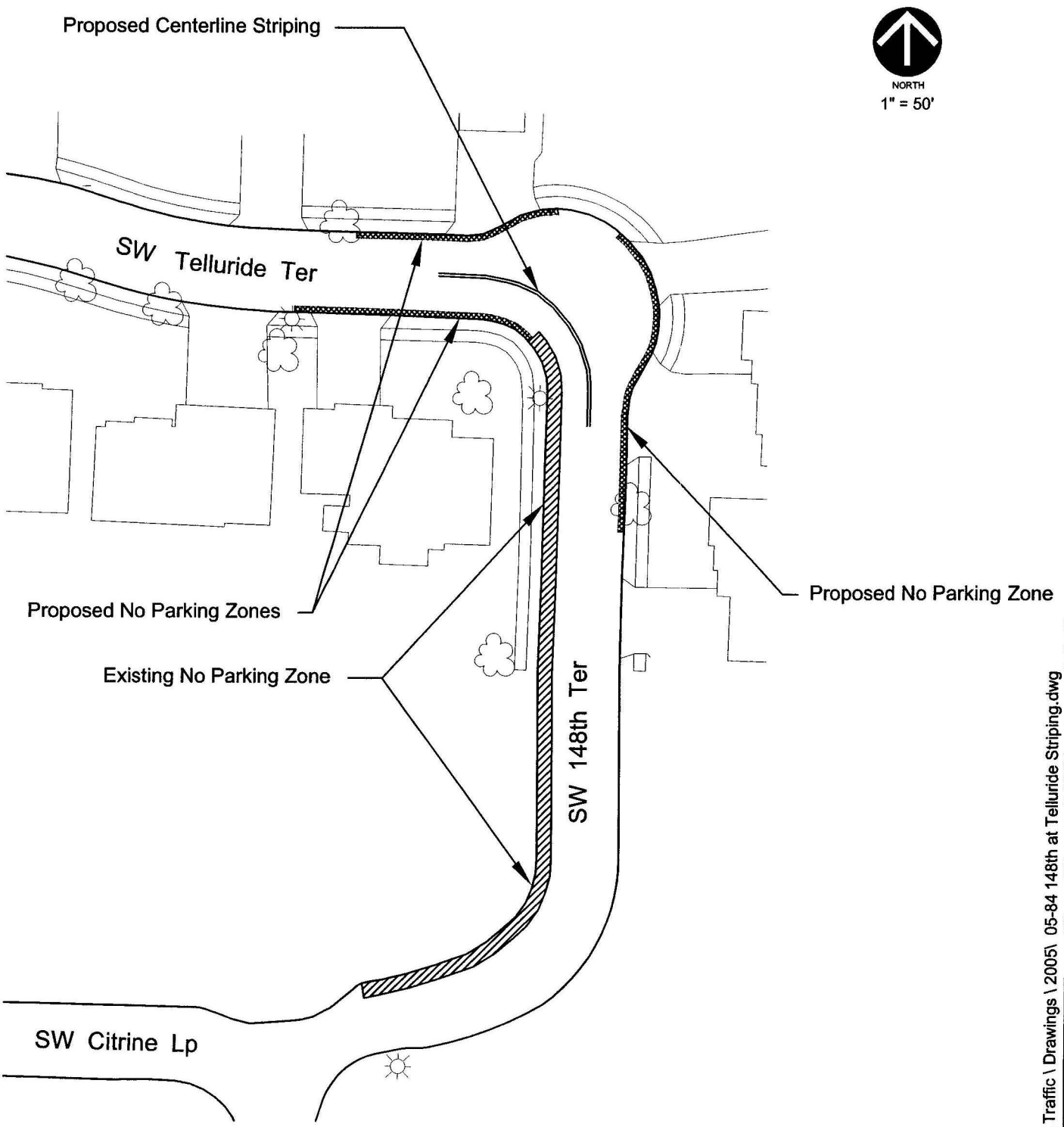
Conclusions:

1. Striping a centerline on 148th Terrace and Telluride Terrace would improve safety by discouraging high-speed turns and discouraging drivers from encroaching onto oncoming traffic satisfying Criteria 1a, 1b, and 1g.
2. Restricting parking would provide safe vehicle and bicycle movement and would accommodate the parking needs of the residents satisfying Criteria 1a, 1d, and 1g.

Recommendations:

1. Stripe a centerline at the curve that connects SW 148th Terrace and Telluride Terrace.
2. Prohibit parking on SW 148th Terrace and on Telluride Terrace within approximately 30 feet of the centerline stripe, except where the lane width exceeds 20 feet.

TC 583



Y:\ Traffic \ Drawings \ 2005\ 05-84 148th at Telluride Striping.dwg

City Of Beaverton

Centerline Striping and Parking Restrictions
At SW 148th Ter and Telluride Ter

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 9/09/05

Reviewed By: _____ Date: ~~9/12~~

Approved By: _____ Date: _____

August 26, 2005

RECEIVED

SEP - 9 2005

ENGINEERING DEPT.

Mr. Randy Wooley
City Transportation Engineer
City of Beaverton
PO Box 4755
Beaverton, OR 97076

RE: Proposed Lane Dividers on 148th Street and Telluride Terrace

Residents mentioned below are requesting that the City of Beaverton install as soon as possible lane dividers that will create two-way traffic to avoid cross over of vehicles taking the corners too sharp on 148th and Telluride that may result in accidents and/or fatalities.

Residents also acknowledge that with the addition of lane dividers on 148th and Telluride, that the City may require additional "No Parking" signs to ensure an even flow of traffic.

Please consider this letter an official request.

Sincerely,

Residents of 148th and Telluride Terrace

Reginald Thrumbsley

Craig Nelsen

Courtney Ross

CARL SENOUR

013

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 584

(Traffic Signal at SW Denney Road and Lombard Avenue)
September 12, 2005

Background Information

In September of 2002, the Traffic Commission approved the Priorities for Consideration of New Traffic Signals. City Council approved the ranking list on October 14, 2002. The intersection of Denney Road and Lombard Avenue received the fifth highest ranking on the priority list. Traffic signals have been installed at the intersections ranked #1 and #3 on the priority list. After more detailed review and public input, the Traffic Commission decided not to install traffic signals at the intersections ranked #2 and #4. Funding is available through the Traffic Enhancement Fund for installation of a signal at one additional intersection. Each proposed signal installation location is subject to public review by the Traffic Commission through the "Major Issues" process.

In the vicinity of the Lombard intersection, Denney Road is a two-lane roadway with no dedicated turn lanes. Lombard Avenue intersects Denney Road to form a "T" intersection, with the Lombard approach consisting of a left-turn and a right-turn lane. Hoodview Place intersects Denney Road less than 100 feet west of Lombard Avenue, which creates two offset T intersections. Hoodvew Place is a cul de sac and provides access to 17 single family homes. Denney Road and Lombard Avenue are both collector streets. The posted speed on Denney Road is 35 miles per hour (mph).

Initial analysis in 2002 indicated that the intersection met Manual on Uniform Traffic Control Devices (MUTCD) Traffic Signal Warrants #1 (Eight Hour Vehicle Volume), and #3 (Peak Hour). Approach volumes were collected again in 2005 and it was found that the approach volumes were lower in 2005 than in 2002. Engineering staff concluded that the volume reduction was due to roadway construction on Hall Boulevard near Greenway Drive that interrupted traffic along Hall Boulevard during the 2002 counts. It is assumed that drivers altered their routes to avoid the construction delays on Hall Boulevard. Analysis using 2005 volumes indicates that the intersection meets only one MUTCD Traffic Signal Warrant (#3 - Peak Hour) for one hour out of the day. If Warrant #3 is the only one of the eight signal warrants that an intersection meets, the MUTCD states that it shall be applied only in unusual cases, such as near an office complex or manufacturing plant that attracts and discharges a large number of vehicles in a short amount of time. Because the intersection marginally meets traffic signal warrants, further analysis was done to determine if a traffic signal would be appropriate at this location.

Crash data indicates that there were a total of 4 reported crashes in the last three years of available data (January 2001 to December 2003). All of the crashes were of types that are susceptible to correction by a traffic signal (i.e. left-turning or right-angle crashes). Two of the reported crashes involved a southbound left-turning vehicle turning in front of a

westbound vehicle on Denney and two involved a southbound left-turning vehicle turning in front of an eastbound left-turning vehicle on Denney. There were no reported injuries associated with any of the crashes. A traffic signal may help to eliminate the left-turning or right-angle crashes, but it can actually increase the number of rear-end crashes. In order to meet Traffic Signal Warrant #7 (Crash Experience), the number of reported crashes must be five or more within a 12-month period. Based on the crash history at this location, Traffic Signal Warrant #7 is not met.

Operational Issues

The T-intersection of Denney Road and Lombard Avenue is less than 100 feet from the T-intersection of Denney Road and Hoodview Place (measured center line of Lombard Avenue to center line of Hoodview Place). Due to the closely spaced T-intersections, installing a traffic signal at this location creates some operational issues. One option would be to signalize only the T-intersection of Denney and Lombard. A second option would be to signalize both T-intersections and operate it as one signal. Both of these options have challenges that are discussed below.

Single intersection option (shown in Figure 1):

- Eastbound traffic on Denney is likely to block Hoodview Place – even if it is signed not to block intersection.
- There is not adequate space to create a left turn lane for eastbound Denney at Lombard.
- The westbound left turn from Denney to Hoodview may be difficult to make due to the eastbound traffic queued at the signal.
- The sidewalk on the south side of Denney is 1-2 feet higher than the surface of the roadway. In order to construct pedestrian ramps that comply with ADA standards, 100 feet of sidewalk would have to be reconstructed and lowered, possibly requiring a retaining wall. This would be an added cost of $10,000 - $15,000.
- There is adequate right-of-way available.

Double intersection option (shown in Figures 2A and 2B):

- A double intersection configuration would require an extra long clearance interval for Denney Road traffic. This could add 3-5 seconds per signal cycle for an all red interval in which the signal would be red in all directions. This clearance interval is to allow vehicles that enter the intersection near the end of the cycle to adequately clear the intersection before the start of the next phase.
- Drivers may be confused as to where to stop – due to the unique geometry of the intersection.
- There is not adequate space to create a left turn lane for eastbound Denney at Lombard or westbound Denney at Hoodview.
- Vehicle phasing would have to be accomplished using "split phase" operation. This means that northbound Hoodview would operate on a separate phase from southbound Lombard – adding delay to the overall intersection. Right turns on red (for vehicles on Lombard and Hoodview) would have to be prohibited due to the potential conflict between vehicles on the two "T" intersections. For example, if

Hoodview had a red light and Lombard had a green light, a right-turning vehicle from Hoodview could potentially run into a left-turning vehicle from Lombard (and vice-versa).

- Pedestrian phasing is complicated by both intersections being signalized. The pedestrians could either cross on the "outside" of the intersection (Figure 2A) or on the "inside" of the intersection (Figure 2B). If the crosswalks were on the "outside", the pedestrian phase would go with a parent vehicle phase (pedestrian phase for eastern crosswalk would go with the Lombard vehicle phase and the pedestrian phase for the western crosswalk would go with the Hoodview vehicle phase). This phasing method could result in both pedestrian phases being served in one cycle (pedestrians crossing in both the eastern and western crosswalk).This would result in an additional 17 seconds of pedestrian time over a single pedestrian phase.
- If the crosswalk was on the "inside" (Figure 2B), the pedestrian phase could operate separately from the vehicle phases, which increases the safety of the pedestrian crossing since there will be no vehicle conflicts, but it adds delay to the intersection because it is a separate phase, since no vehicles will be moving during the 20 second pedestrian phase. The pedestrian phase could, alternately, operate at the same time as southbound Lombard, which would be a more efficient phasing scheme.
- There is not adequate right-or-way in the southwest corner of Denney Road and Hoodview Place to locate a signal pole. An easement or right-of-way purchase would be necessary.
- A residential driveway is located about 20 feet west of Hoodview Place. This driveway may need to be relocated to Hoodview Place.

Both options described above will increase the delay for vehicles at this intersection. The vehicles on Lombard will have to wait longer to get a green signal and the vehicles on Denney will have a higher probability of stopping due to the signal. Below is a table showing the delay for the different scenarios. The analysis shows that the average delay per vehicle will increase if a signal is installed.

Average Delay per Vehicle (seconds)

	AM Peak	PM Peak
Existing (Unsignalized)	2.8	6.6
Single Intersection (Option 1)	6.2	8.5
Double Intersection (Option 2A)	10.5	17.1
Double Intersection (Option 2B)	12.3	23.5

The addition of a signal at this location may also compel some drivers to find alternate routes to bypass Denney Road, creating additional cut-through traffic in surrounding neighborhoods.

If a traffic signal is installed, staff will recommend the concept shown in Figure 2A due to the safety and operational concerns of the other options.

A third option would be to not signalize the intersection. The only signal warrant that was met at the intersection was the Peak Hour Warrant which does not automatically justify the installation of a traffic signal. The crash history does not indicate a significant problem at this location. The operation challenges and increased delay created by a signal could actually make thing worse.

Cost

It is estimated that the Single Intersection Option would cost approximately $170,000.
It is estimated that the Double Intersection Option would cost approximately $200,000.

Applicable Criteria:

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and, where allowed, pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles and pedestrians):
- 1c (meet the overall circulation of the City);

Conclusions:

Based on additional review of the intersection, the installation of a traffic signal is not the appropriate way to satisfy Criteria 1a and 1b. A traffic signal may actually work against the goals of Criteria 1c, due to the fact that some drivers would seek alternate routes to bypass an additional traffic signal on Denney Road. This would create additional cut-through traffic in surrounding neighborhoods.

Recommendations:

Do not install a traffic signal at the intersection of Denney Road and Lombard Avenue.

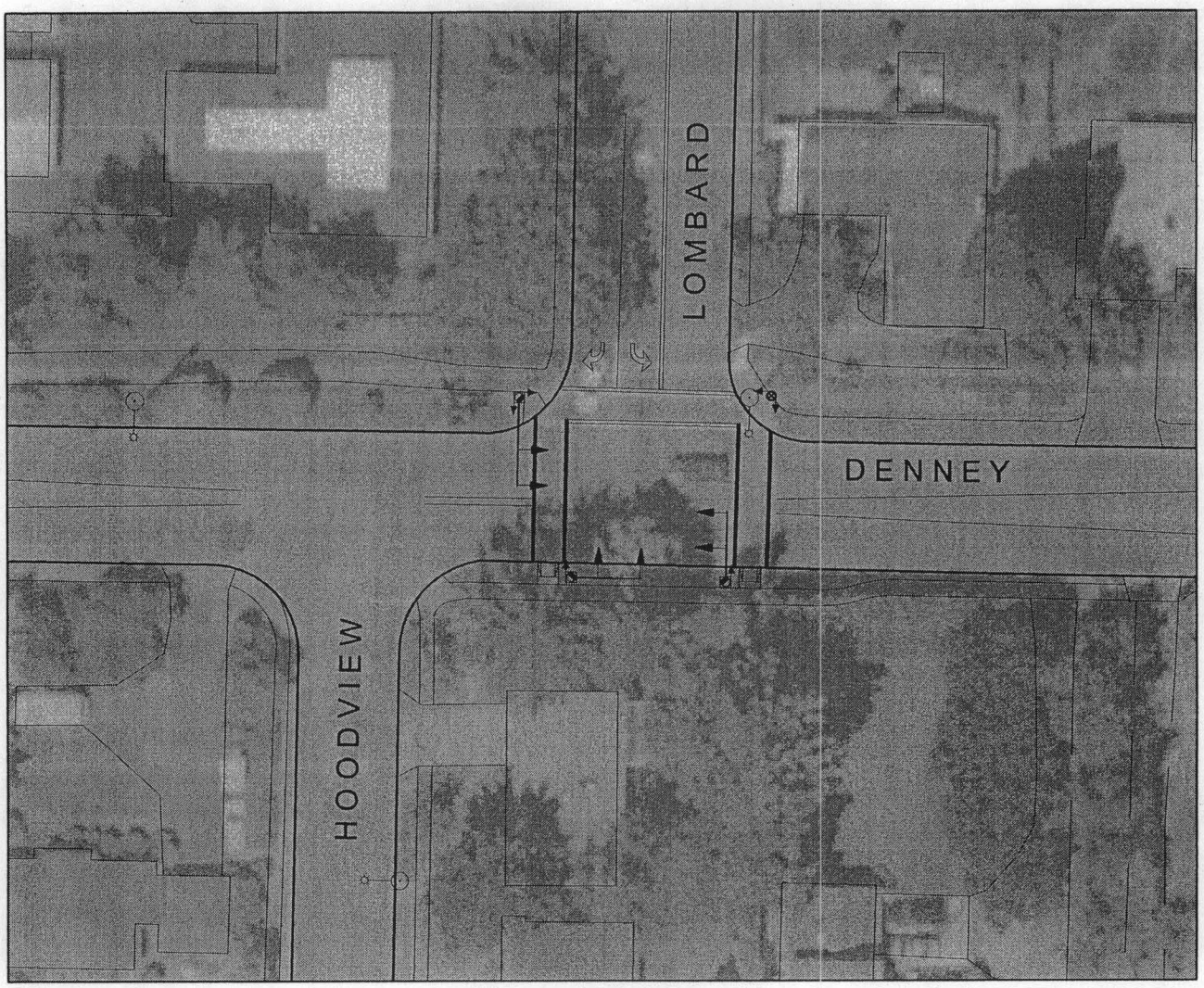
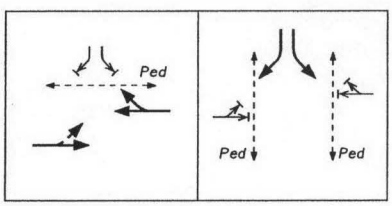


Figure 1



NORMAL PHASE ROTATION

NORTH
1" = 50'

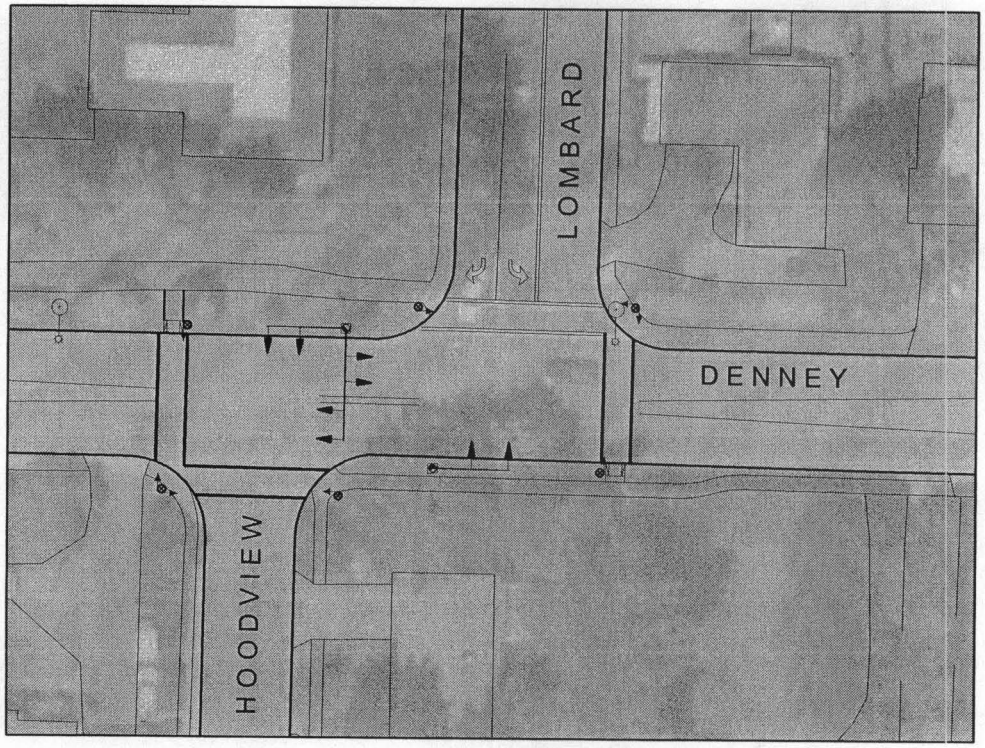
Y:\ Traffic \ Drawings \ 2005 \ 05-86 Denney at Lombard Vicinity Map.dwg

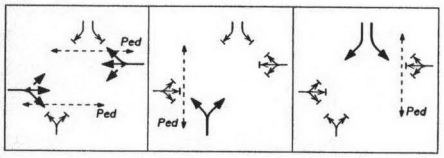
City Of Beaverton

Vicinity Map
Of SW Denney Rd at SW Lombard Ave

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 8/30/05
Reviewed By: _____ Date: _____
Approved By: _____ Date: 018



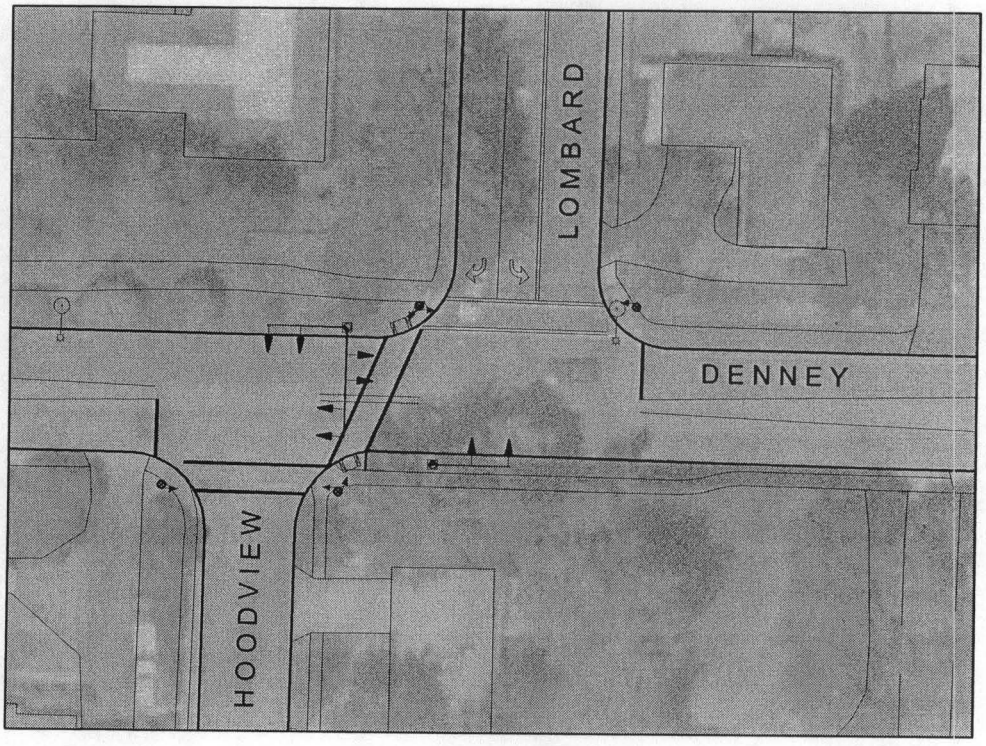


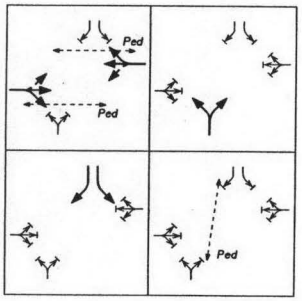
NORMAL PHASE ROTATION

NORTH

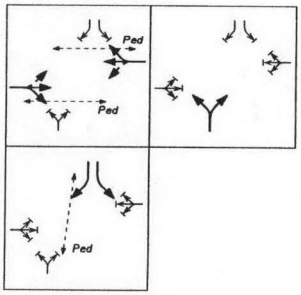
1" = 60'

Figure 2A





OR



NORMAL PHASE ROTATION

Figure 2B

City Of Beaverton

Double Intersection Options
SW Denney Rd at SW Lombard Ave

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 8/31/05

Reviewed By: _____ Date: _____

Approved By: _____ Date: 019

Y: \ Traffic \ Drawings \ 2005 \ 05-86 Denney at Lombard Vicinity Map.dwg

EXHIBIT 3

Beaverton Traffic Commission
c/o City Traffic Engineer
City of Beaverton
P.O. BOX 4755
Beaverton, OR. 97076-4755

10-05-05P04:31 RCVD

October 5, 2005

RE: Issue TC584: Public Hearing for Oct. 6, 2005
Traffic Signal at SW Denney Road
and Lombard Avenue

Dear Traffic Commission:

We are most interested and concerned about the proposed traffic signal at S.W. Denney Rd. and Lombard Ave. Having lived one block east of that intersection for the past 40 years, we are wondering what has prompted the need for one now.

How much is this going to cost?
Will it really aid in the traffic flow?
What coordination or timing will the signal be?
Could the light be working only certain times of the day, say "rush hour?"
To have the traffic light installed and work all day, would likely mean one stopped on Lombard waiting to turn left on Denney, such as myself, the wait would be even longer, which my household would not relish very well, wasting time sitting and using extra gasoline. Having a traffic light there has never been a big concern, ever.

Most of the traffic using Denney Road comes from west of Hall Blvd., from Sorrento Road and beyond. They come speeding by in the morning 5 days of the work week, and the time period of 7:30 to 8:30 a.m. is when there is a line of cars extending past my home at the corner of Denney Road and Anne Avenue, likely having to stop at the traffic light at Vose School, then eventually running down and up to Highway 217 where cars have to wait for the lights to enter 217 there.

Evening rush hour, the cars can be backed up from the traffic light at Hall Blvd. to Lombard, sometimes a little further, but doesn't last a long period of time.

The only problem with turning left off Lombard onto Denney heading east, are the cars that come up in the right lane wanting to turn right (westerly) on Denney heading towards Hall. I can be waiting to turn and these cars can keep coming and they block my view from observing oncoming traffic, so there have been times when I've had to wait several moments in order to safely turn. No one has ever been considerate and stopped their car from blocking my view since I was there first and then allowing me to turn first.

RECORD COPY

I might also mention that the trees and shrubbery that were planted in the public curb strip and which have grown along Denney Road past Lombard Ave. are more of a problem than needing the traffic signal, they create an obstacle in being able to view oncoming traffic. I would prefer those be completely removed. That would be a big help, enabling every driver to see without obstructions, a completely clear view!

It is my understanding that this project will be expensive. We feel it is not warranted or needed and would respectfully request the City of Beaverton not implement the traffic light installation.
Thank You!

Sincerely,

Marlene Logan

Marlene Logan
Mark Logan (Son)
Tam Logan, (Son's wife)
11790 S.W. Denney Rd.
Beaverton, Or. 97008-5861
Phone: 503-646-5317

MEMORANDUM
Beaverton Police Department

Chief David G. Bishop

DATE: September 28, 2005

TO: Randy Wooley

FROM: Jim Monger

SUBJECT: TC 581

TC 581. I concur with the recommendation to install a stop sign for southbound SW Cornhusker at SW Cottontail Lane. Although ORS 811.277, "Failure to yield right of way at uncontrolled T intersections", serves as a traffic guideline for this type of "T" intersection, the installation of a stop sign should make the traffic flow more predicable for motorist and pedestrians.

MEMORANDUM
Beaverton Police Department

Chief David G. Bishop

DATE: September 28, 2005

TO: Randy Wooley

FROM: Jim Monger

SUBJECT: TC 582

TC 582. I concur with the recommendation to revise the existing 15-minute parking zone on the south side of SW Broadway near 12460 SW Broadway to be effective Monday through Saturday between 7 a.m. and 6 p.m.

MEMORANDUM
Beaverton Police Department

Chief David G. Bishop

DATE: September 28, 2005

TO: Randy Wooley

FROM: Jim Monger

SUBJECT: TC 583

TC 583. I concur with the recommendation to stripe the centerline at the curve that connects SW 148th Terrace and SW Telluride and to prohibit parking as detailed by the City Traffic Engineer's report dated September 14, 2005.

MEMORANDUM
Beaverton Police Department

Chief David G. Bishop

DATE: September 28, 2005

TO: Randy Wooley

FROM: Jim Monger

SUBJECT: TC 584

TC 584. Because this location does not meet criteria for a traffic signal and the installation of a traffic signal may trigger additional traffic concerns, I concur with the recommendation to not install a traffic signal at the intersection of SW Denney Road and SW Lombard.

EXHIBIT 4

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 584
(Traffic Signal at SW Denney Road and Lombard Avenue)

1. A hearing on the issue was held by the Traffic Commission on October 6, 2005.

2. The following criteria were found by the City Traffic Engineer to be relevant to the issue:

   - 1a (provide for safe vehicle, bicycle and pedestrian movements);
   - 1b (help ensure orderly and predictable movement of vehicles, bicycles and pedestrians);
   - 1c (meet the overall circulation needs of the City).

3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:

   - The intersection of Denney and Lombard is priority number 5 on the list of intersections to be considered for new signals, as determined by previous decisions of the Traffic Commission.
   - Funding is now available for installation of signals through priority number 5.
   - For one hour per weekday morning, the intersection of Denney and Lombard meets the criteria of Warrant Number 3 of the MUTCD (Manual on Uniform Traffic Control Devices) for consideration of installation of a traffic signal. However, the MUTCD indicates that Warrant Number 3 is intended for use only in unusual cases where a facility (such as a factory) discharges a large number of vehicles in a short amount of time. Lombard Avenue does not serve such a facility.
   - Four collisions have been reported at the intersection in the most recent three years for which data is available. Collision experience does not trigger the need for a signal under MUTCD Warrant #7.
   - The City Traffic Engineer reports that a signal at Denney and Lombard would result in increased traffic delays.
   - The offset intersections of Lombard and Hoodview would complicate the installation of a traffic signal. Traffic queues from a signal at Lombard would be expected to make access to Hoodview more difficult. Including Hoodview in the signalized intersection would address the queuing problem but would be expected to further increase intersection delays.
   - Increased delays from the signal may increase existing cut-through traffic on Bel Aire Drive.

4. Following the public hearing, the Traffic Commission voted (5 aye, 0 nay) to recommend the following action:

Do not install a traffic signal at the intersection of Denney Road and Lombard Avenue.

5. The Traffic Commission decision was based on the following findings:

   - A new signal is not needed to satisfy Criteria 1a and 1b. The intersection is already operating satisfactorily with a low collision rate.

- A new signal would increase delay at the intersection and potentially cause an increase in cut-through traffic in the residential neighborhood. The new signal would fail to meet Criterion 1c.
- The intersection fails to meet the criteria of the MUTCD for consideration of a new signal.

6. The decision of the Traffic Commission shall become effective upon formal approval of the City Council.

SIGNED THIS 6th DAY OF OCTOBER 2005

Traffic Commission Chair

EXHIBIT 5

DRAFT

City of Beaverton

TRAFFIC COMMISSION

Minutes of the October 6, 2005, Meeting

CALL TO ORDER

Vice Chair Kimberly Overhage called the meeting to order at 7:10 p.m. in the Forrest C. Soth City Council Chamber at Beaverton City Hall, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners Kimberly Overhage, Carl Teitelbaum, Louise Clark, Tom Clodfelter, and Ramona Crocker constituted a quorum. Chairman Scott Knees was absent by previous arrangement. Commissioner Holly Isaak was absent at roll call but was expected. Alternate Member Bob Sadler was in the audience.

City staff included City Traffic Engineer Randy Wooley, Traffic Sergeant Jim Monger, and Recording Secretary Debra Callender.

— EXCERPT START —

CONSENT ITEMS

Vice Chair Overhage reviewed the consent items, including the draft minutes of the meeting of September 2005, and Issues TC 581, TC 582, and TC 583.

Commissioner Crocker asked that TC 581 be pulled for separate consideration.

Commissioner Teitelbaum asked that TC 583 be pulled for separate consideration.

Commissioner Clark **MOVED** and Commissioner Teitelbaum **SECONDED** a **MOTION** to approve the draft minutes of the September 1, 2005, Traffic Commission meeting and the staff recommendation on Issue TC 582 (Revision to 15-Minute Parking Zone on SW Broadway).

On discussion, Commissioner Crocker asked for a change to the minutes.

The **MOTION CARRIED** unanimously, 5:0. Vice Chair Overhage did not vote on the minutes because she was absent from the September meeting.

Turning to TC 581 (Stop Sign on SW Cornhusker Avenue at Cottontail Lane), Commissioner Crocker commented that, in the interest of saving gasoline, it might be better to install a yield sign instead of a stop sign. A yield sign would resolve the right-of-way issue.

Mr. Wooley said State traffic law already specifies that vehicles at the Cottontail Lane leg of this T-intersection must yield to cross traffic. The neighborhood based their request on the fact that most other intersections in this neighborhood have stop signs. In the interest of consistency, staff supported the request.

Commissioner Clark **MOVED** and Commissioner Teitelbaum **SECONDED** a **MOTION** to approve TC 581 as written.

The **MOTION CARRIED** unanimously, 5:0.

Turning to TC 583, Commissioner Teitelbaum asked if meeting signs were posted in this neighborhood to inform residents that a striping change was being considered.

Mr. Wooley said signs were not posted because this issue is on the consent agenda and it is not a public hearing.

Commissioner Teitelbaum said, if he lived in this neighborhood, he would be more concerned about the lack of street parking than about striping this curve. There is practically no guest parking and the curve does not look particularly dangerous.

Mr. Wooley said he did not schedule this item as a public hearing because the letter of request contained the signatures of four households. This demonstrates consensus of the abutting property owners.

Commissioner Teitelbaum said there are more than four homes in this neighborhood. He doubts that many of the other neighbors were told about this request. If they had been told, he believes they would be concerned about the loss of street parking for guest use. Commissioner Teitelbaum said this issue was worthy of a public hearing so everyone in the neighborhood could comment.

Mr. Wooley said the Commission can request that TC 583 be scheduled for a public hearing at the next meeting. Mr. Wooley said he has held discussions with this neighborhood in the past, due to a recent subdivision being built to the south. He knows from working with this neighborhood that these signatures represent four of the five involved properties. In the past, the fifth property owner has chosen not to participate. The private driveway off 148th accesses a water tank and has only two houses. Mr. Wooley added that one of these residents signed the letter.

Commissioner Teitelbaum said the private driveway has no on-street parking at all. He said there are several similarly curved streets in his neighborhood. These curves are not a problem for drivers. He asked if this request is based on crash data.

Mr. Wooley said the City has no reported crashes on file for the intersection of 148th and Telluride Terrace. Mr. Nelson, the requestor, told staff there have been several minor side-swipe crashes there.

Commissioner Teitelbaum said he observed the area for more than 30 minutes and did not see one moving vehicle.

Mr. Wooley agreed. He said there is no strong need for the marking, except that the neighborhood asked for them. The neighborhood acknowledged that they were willing to live with a no parking restriction.

Commissioner Clark asked if there are any traffic restrictions that prohibit parking a vehicle on a curve.

Sgt. Monger answered that vehicles must have both curb-side tires within 12 inches of the curb. Straight in and angled parking is prohibited in cul-de-sacs.

Commissioner Crocker noted that the drawing shows the stripe placed more to the west side of the roadway. Why is the road width not divided evenly?

Mr. Wooley said the stripe parallels the inner curb. To divide the roadway into exact halves would force northbound cars into the cul-de-sac and out of a direct path of travel.

Vice Chair Overhage added that the complaint was not about speed. It was about vehicles cutting the corner and possibly striking another vehicle.

Commissioner Teitelbaum **MOVED** that the Commission defer TC 583 to a public hearing in order to give the surrounding neighbors an opportunity to comment on this request.

The motion was not seconded.

Commissioner Clark **MOVED** and Commissioner Clodfelter **SECONDED** a **MOTION** to approve the staff recommendation on TC 583.

On discussion, Commissioner Clark said she has a similar road configuration in her neighborhood and drivers do cut the corner.

Commissioner Teitelbaum said this issue may well come back to the Commission once the neighborhood realizes how much street parking has been lost.

Commissioner Clark asked how many parking spaces will actually be lost.

Mr. Wooley said most of the area is already no parking because of the many driveways. He estimated that one parking space would be lost.

Vice Chair Overhage called for a vote.

The **MOTION CARRIED** 4:1. Commissioners Crocker, Clark, Clodfelter and Overhage voted "aye." Commissioner Teitelbaum voted "no."

PUBLIC HEARING

ISSUE TC 584: TRAFFIC SIGNAL AT SW DENNEY ROAD AND LOMBARD AVENUE

Vice Chair Overhage opened the public hearing on Issue TC 584.

Staff Report

Mr. Wooley reviewed that in 2002 staff and the Commission developed a traffic signal priority list so staff could systematically investigate potential traffic signal locations in Beaverton. Denney Road at Lombard Avenue was No. 5 on the priority list. Funds are available if the Commission decides a signal is needed. Mr. Wooley summarized comments from the 2002 staff report which noted that Denney/Lombard had a lower crash rate than other intersections on the priority list and that excessive delays or queuing are not a problem here.

Staff recently conducted a detailed review of Denney/Lombard. Mr. Wooley said the current staff report recommends against installing a traffic signal at Denney/Lombard.

Mr. Wooley reviewed the reasons for the "do not install" recommendation. Denney/Lombard no longer meets the traffic signal warrants recommended in the Manual on Uniform Traffic Control Devices (MUTCD). In 2002, warrant compliance was "marginal." In 2005, warrant compliance was even lower. Traffic on City streets generally increases slightly from year to year; however, in the case of Denney Road, there is less traffic than three years ago. Staff speculated that traffic increased in 2002 because Hall Boulevard south of Greenway was under construction and this diverted traffic onto Denney.

Staff took new traffic counts in spring 2005, and then again took counts in August. The 2002 counts were also taken in August. The result was that Denney/Lombard met only one MUTCD warrant and that was No. 3 the peak hour warrant. If Warrant No. 3 is the only warrant (out of eight possible warrants) that an intersection meets, the MUTCD states that this warrant applies only in a few unique situations. Examples of appropriate No. 3 settings are office complexes or factories that draw and discharge a large number of vehicles in a brief amount of time.

Mr. Wooley said crash rates at Denney/Lombard are low, with only four reported crashes in the past three years. Mr. Wooley suspects that installing a traffic signal here would merely exchange the right-angle fender benders for rear-end fender benders.

Mr. Wooley said this signal will also be difficult to design. The T-intersection at Denney/Lombard is less than 100 feet from the T-intersection at Denney/Hoodview Place. This creates operational problems. One option would be to signalize only the T-intersection at Denney/Lombard (described in Figure 1 in the staff report) and leave Hoodview with a stop sign. This would make it more difficult to get in and out of Hoodview. A second option would be to signalize both T-intersections and operate them together as one traffic signal, as described in Figures 2A and 2B in the staff report.

Mr. Wooley said the intersection is not wide enough to mark left turn lanes for both streets. Years ago, the City removed a marked turn lane at this location because of accident history; drivers turning left into Hoodview conflicted with drivers turning left onto Lombard. If a signal is installed, it would be wise to also signalize Hoodview Place.

Mr. Wooley said the signal would have to be designed as a split phase signal to safely move vehicles and pedestrians across Denney. This means when Hoodview showed green, Lombard would still show red. Hoodview has only 17 residences so in many rotations Hoodview would not get a green signal. Mr. Wooley said a crosswalk at both Lombard and Hoodview would be dangerous because drivers would not expect to see pedestrians crossing so far from the signal (Figure 2A). If pedestrians happened to be waiting at both crosswalks at the same time, this would cause a lengthy traffic delay on Denney.

Mr. Wooley said the City does not have enough right-of-way to install the signal poles, so the City would need to purchase additional easements. The south sidewalk is higher than Denney Road. Signal installation might involve regrading the sidewalk and building a retraining wall in order to make the crosswalks work correctly.

Mr. Wooley said staff research shows a signal would increase traffic delays on Denney Road. It is also quite possible that these delays would cause even more cut-through traffic to use Bel-Aire Drive.

Mr. Wooley corrected the final paragraph on Page 3 of the staff report where it reads: "If a traffic signal is installed, staff will recommend the concept shown in Figure 2A due to the safety and operational concerns of the other options." Mr. Wooley said design 2B is the staff preference if the Commission decides to install the signal.

Commissioner Teitelbaum asked if the original traffic study on Denney was conducted before or after the traffic signal was installed at Denney/King.

Mr. Wooley said he would need to research the exact time. He remembers the events as being around the same time.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger, and Marlene, Mark, and Tam Logan. (*Written testimony is on file.)*

Jon "Mike" Egger, Beaverton, Oregon, said he lives on Hoodview Place. He generally agrees with what he heard in Mr. Wooley's report. He does not especially care if a signal is built or not; however, if the signal is built, he would prefer design 2B. That option will better allow residents of Hoodview to exit their neighborhood.

Mr. Egger said he has seen many minor crashes on Denney at both Lombard and Hoodview. He acknowledged that most of these were so minor they might not show up on traffic records.

Commissioner Teitelbaum asked if Mr. Egger found it difficult to make a left turn from Hoodview onto Denney during rush hour.

Mr. Egger said he is retired and plans his trips to avoid rush hours. He said drivers get impatient waiting to turn from Lombard onto Denney. This causes collisions. Large vehicles also block driver's view of oncoming traffic and this increases driver frustration.

Commissioner Clark asked Mr. Egger if his choice were only between installing a traffic signal and not installing a traffic signal, which he would choose.

Mr. Egger said he would prefer no traffic signal. On further questioning from Commissioner Crocker, Mr. Egger said his only preference is that, if a signal is installed, it should be designed as show in Figure 2B.

Mr. Egger said he heard his neighbors on Hoodview talk about possible inconveniences if a signal is installed; however, not one of his neighbors showed up to express their opinion.

Commissioner Crocker asked if the rear-end crashes he described earlier occurred on Denney.

Mr. Egger said westbound drivers on Denney rear-end drivers who are waiting to turn left (south) onto Hoodview. He has heard about "a half-a-dozen cars" on his block that were rear-ended at Denney/Hoodview. His wife's car was totaled there.

Mr. Egger has rarely seen a crash involving cars turning south onto Lombard. On the other hand, he has seen a number of crashes involving cars trying to turn from Lombard onto Denney.

Vice Chair Overhage thanked Mr. Egger for sharing his view with the Commission.

Nora Pecka, Beaverton, Oregon, said she lives on nearby Baker Street and she is strongly in favor of installing a traffic signal. Ms. Pecka asked staff what time of year the Denney Road traffic counts were taken.

Mr. Wooley said staff counted first in April while school was in session and then again in August.

Ms. Pecka was pleased they counted traffic during the school year because school days bring numerous parents driving to Vose School to pick up and drop off children. She told the Commission that school buses do not use the Denney/Lombard intersection. Instead, they drive south on Lombard then turn east onto Baker Street and approach the school via Princess Avenue and King Boulevard. She believes school buses avoid the Denney/Lombard intersection because the left turn from Lombard onto Denney has inadequate visibility. Ms. Pecka wants school buses to use the main roads, instead of cutting through residential streets such as Baker Street.

Ms. Pecka said the "dip" on Lombard increases the speed of cars as they approach Baker Street after exiting Denney. Also at the Denney/Lombard intersection, left turning vehicles block the view of traffic for vehicles waiting to turn right. Ms. Pecka said she is retired so she generally avoids the Denney/Lombard intersection during peak traffic hours. She discussed how Denney is an important route for traffic moving between Highway 217 and Hall Boulevard during peak traffic hours.

Ms. Pecka complained that Denney at Hall has no painted crosswalk. Denney at Lombard, and Denney and Queen also do not have painted crosswalks. This makes it difficult for people to walk in their neighborhood.

Ms. Pecka confirmed that she is absolutely in favor of adding a traffic signal at Denney/Lombard. Of the three options presented, she thinks 2B makes the most sense because of the crosswalk configuration.

Commissioner Teitelbaum asked for directions as to where Baker Street, King Boulevard and Queen Lane are located in relation to Denney/Lombard. Ms. Pecka explained.

Christina Walker, Beaverton, Oregon, lives on Camden Lane and wants a traffic signal at Denney/Lombard. Her preference is option 2B.

Ms. Walker testified that beginning at 6 a.m. on workdays a steady stream of traffic exits Hall Boulevard onto Denney Road headed east toward Highway 217. It is extremely difficult for her to turn left from Camden Lane to enter eastbound traffic on Denney. Ms. Walker has observed many near misses at the Denney/Camden intersection at peak traffic hours.

Ms. Walker said Denney/Camden is a particularly difficult intersection for two reasons: 1) right turning cars on Camden block the view of oncoming Denney traffic, and 2) heavy traffic comes from both directions with few breaks. She said drivers need to "lay rubber" to get out of Camden and onto Denney during peak traffic hours.

Ms. Walker also worries about students having so few safe intersections at which to cross Denney. She often observes school-aged children jaywalking across Denney.

Commissioner Teitelbaum asked where Camden intersects Denney and discussion followed about alternate routes Ms. Walker might take to access Highway 217.

Commissioner Crocker asked if she wanted a traffic signal at Denney/Camden or at Denney/Lombard.

Ms. Walker said a traffic signal at Denney/Lombard would provide enough breaks in traffic to ease her exit from Camden.

Staff Comments

Mr. Wooley had no additional comments. He took questions.

Commissioner Clark asked for the distance from the intersection at Denney/Lombard to the intersection at Hall/Denney.

Mr. Wooley said the distance from Hoodview to Hall is about 850 feet.

Commissioner Clark asked if code allows traffic signals to be this close together.

Mr. Wooley said there is no adopted minimum spacing requirement between signals. Staff researched the potential queuing distance between the proposed Denney/Lombard signal and Hall/Denney. Assuming that the button for the pedestrian signal is only pressed five times each hour, the longest westerly queue calculated would extend just past Crestview Place, which is about 600 feet from Hoodview. To the east, the longest queue would extend to Anne Street.

Commissioner Clark asked what time of day staff took the traffic counts.

Mr. Wooley said each count collects a full 24 hours of data on three consecutive weekdays. From that data staff can determine the street's peak traffic hours. They found that Denney/Lombard has its peak hour traffic during the afternoon.

Commissioner Clodfelter asked what would prevent Denney's east bound traffic from blocking Hoodview, thus making it impossible for residents to turn either right or left from that street.

Mr. Wooley said the signal clearance intervals would need to be longer than normal to allow traffic to clear the intersection. This would create longer delays for drivers, but it would keep Hoodview clear.

Commissioner Teitelbaum noted that the staff report says it will take longer to make a left turn from Lombard onto Denney once a traffic signal is installed. Is this correct?

Mr. Wooley confirmed that is correct.

Commissioner Teitelbaum said left turning cars block the view of right turning cars at Denney/Lombard. This is a greater problem than finding a traffic gap to enter the traffic on Denney.

Mr. Wooley said the problem of turning vehicles blocking each other's view occurs at most intersections with multiple turn lanes.

Commissioner Clark asked if this traffic signal would be similar to the signal installed on Farmington Road at Erickson Avenue and Cedar Hills Boulevard near Beaverton High School.

Mr. Wooley said there are some similarities, but Erickson/Cedar Hills has more space between intersections. The most important difference is that Erickson met the traffic warrants and Denney/Lombard does not.

Vice Chair Overhage asked Sgt. Monger, if hearing the public testimony, he still thinks a traffic signal should not be installed.

Sgt. Monger said his opinion has not changed. Delays caused by the signal will increase cut-through traffic on surrounding neighborhood streets.

Commissioner Isaak arrived and joined the meeting.

Vice Chair Overhage closed the public hearing on Issue TC 584.

Commission Deliberation

Commissioner Isaak said she will abstain from comment.

Commissioner Crocker agrees with the staff report. Her view is based on the public testimony, and on her own experience with this intersection. Mrs. Logan's letter points out the line-of-sight problem created by overgrown trees and shrubs growing along the curb. Commissioner Crocker asked the City to cut back the overgrown vegetation. This change will increase safety for drivers waiting to turn left from Lombard onto Denney. In the future, if traffic on Denney increases, staff and the Commission can revisit this question.

Commissioner Clodfelter expressed his disappointment that only one person from Hoodview showed up to testify, especially since all 17 families on that street would be greatly impacted by a traffic signal.

Commissioner Clodfelter said the signal's cost does not justify installation, especially when installing a traffic signal will increase the delays for vehicles entering Denney from Lombard. In addition, the signal delays will increase cut-through traffic on surrounding residential streets. For these reasons, he supports the staff recommendation to not install a traffic signal at Denney/Lombard.

Commissioner Teitelbaum agrees with Commissioner Clodfelter. The traffic signal is expensive and it will increase traffic delays.

Commissioner Clark concurs. This intersection does not meet even the most basic warrants for a traffic signal. She agrees with Commissioner Crocker that the overgrown vegetation along Denney needs to be cleaned up to increase the sight distance for drivers turning left from Denney.

Vice Chair Overhage reviewed the pros and cons of installing a traffic signal. The intersection does not meet warrants, crashes could increase, traffic delays will be longer with a signal, and Hoodview Place residents will have more difficulty entering and exiting their neighborhood. On the other hand, residents have testified there have been many crashes here, the left turn is dangerous, and the signal would only be a benefit at peak hours. She said there have been consistent references to overgrown vegetation along Denney blocking the view of left-turning drivers. Based on all this, she intends to vote against installing a signal.

Commissioner Teitelbaum **MOVED** and Commissioner Clodfelter **SECONDED** a **MOTION** to accept the staff recommendation to not install a traffic signal at SW Denney and Lombard Avenue.

The **MOTION CARRIED** unanimously, 5:0. Commissioner Isaak abstained.

Commissioner Clark **MOVED** and Commissioner Teitelbaum **SECONDED** a **MOTION** to adopt the draft final written order on TC 584.

The **MOTION CARRIED** unanimously, 5:0. Commissioner Isaak abstained.

— EXCERPT END —

AGENDA BILL

Beav rton City Council
Beaverton, Oregon

SUBJECT: CPA2005-0003 / ZMA2005-0002 WCCCA at Highway 217 and SW Park Way; an Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, for a portion of a parcel located north of SW Park Way west of Highway 217.

FOR AGENDA OF: 11-7-05 **BILL NO:** 05207

Mayor's Approval:

DEPARTMENT OF ORIGIN: CDD

DATE SUBMITTED: 10-19-05

CLEARANCES: Devel Serv

City Attorney

PROCEEDING: First Reading

EXHIBITS: Draft Ordinance
Land Use & Zoning Map Exhibit A
Land Use Order No. 1815

BUDGET IMPACT

EXPENDITURE REQUIRED $	AMOUNT BUDGETED $	APPROPRIATION REQUIRED $

HISTORICAL PERSPECTIVE:

On September 21, 2005, the Planning Commission held a public hearing to consider an application to amend Ordinance 4187, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, to provide a land use designation of Station Community (SC) and a Station Community-Mixed Use (SC-MU) zoning district for a portion of a parcel which currently has no specific land use or zoning district designations. The zoning map amendment will affect approximately 2,500 square feet of the 0.46 acre parcel.

The Planning Commission has recommended approval of the request to apply the SC land use designation and the SC-MU zoning district to the subject site.

INFORMATION FOR CONSIDERATION:

The site of the CPA and ZMA application is specifically identified as Tax Lot 3200 on Washington County Assessor's Tax Map 1S1-02CC, which is generally located on the north side of SW Park Way west of Highway 217.

The subject site is owned by the Oregon Department of Transportation (ODOT) as right-of-way. ODOT has agreed to lease 2,500 square feet to WCCCA to locate a communications tower. A land use designation and zoning district is needed to evaluate any future WCCCA proposal based upon the standards of the Development Code. A land use designation and zoning district is not being provided to the remainder of the site as there is no future development proposed for this area and ODOT did not want to designate or zone the site.

Since no City Council hearing is required and no appeal was filed from the Planning Commission's decision, this ordinance making the appropriate changes to the Land Use and Zoning Maps is being presented for first reading at this time.

RECOMMENDED ACTION:

Conduct First Reading.

SS:sp

Agenda Bill No: 05207

ORDINANCE NO. 4373

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP, FOR A PORTION OF A PARCEL LOCATED NORTH OF SW PARK WAY WEST OF HIGHWAY 217
CPA2005-0003 / ZMA2005-0002

WHEREAS, on September 21, 2005, the Planning Commission conducted a public hearing to consider an application to amend Ordinance No. 4187, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map. The request is proposing to designate a 2,500 square foot portion of a parcel north of SW Park Way and west of Highway 217 with a land use designation of Station Community and a zoning district designation of Station Community – Mixed Use (SC-MU); and

WHEREAS, the Planning Commission received testimony and exhibits and recommended approval of these land use and zoning district changes; and

WHEREAS, no appeals were filed with the City; and

WHEREAS, the Council adopts as to criteria applicable to this request and findings thereon Development Services Division Staff Report dated September 7, 2005 and Planning Commission Land Use Order No. 1815. Now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate approximately 2,500 square feet of a parcel located north of SW Park Way and west of Highway 217 as Station Community.

Section 2. Ordinance No. 2050, the Zoning Map, is amended to designate approximately 2,500 square feet of a parcel located north of SW Park Way and west of Highway 217 as Station Community – Mixed Use (SC-MU).

Section 3. The property affected by this ordinance is depicted in the attached map, marked Exhibit "A" and incorporated herein. The property is more specifically described on the records of the Washington County Department of Assessment and Taxation as Tax Lot 3200 of Washington County Assessor's Map 1S1-02CC, Beaverton, Washington County, Oregon.

First reading this _____ day of _____, 2005.

Passed by the Council this _____ day of _____, 2005.

Approved by the Mayor this _____ day of _____, 2005.

ATTEST:

SUE NELSON, City Recorder

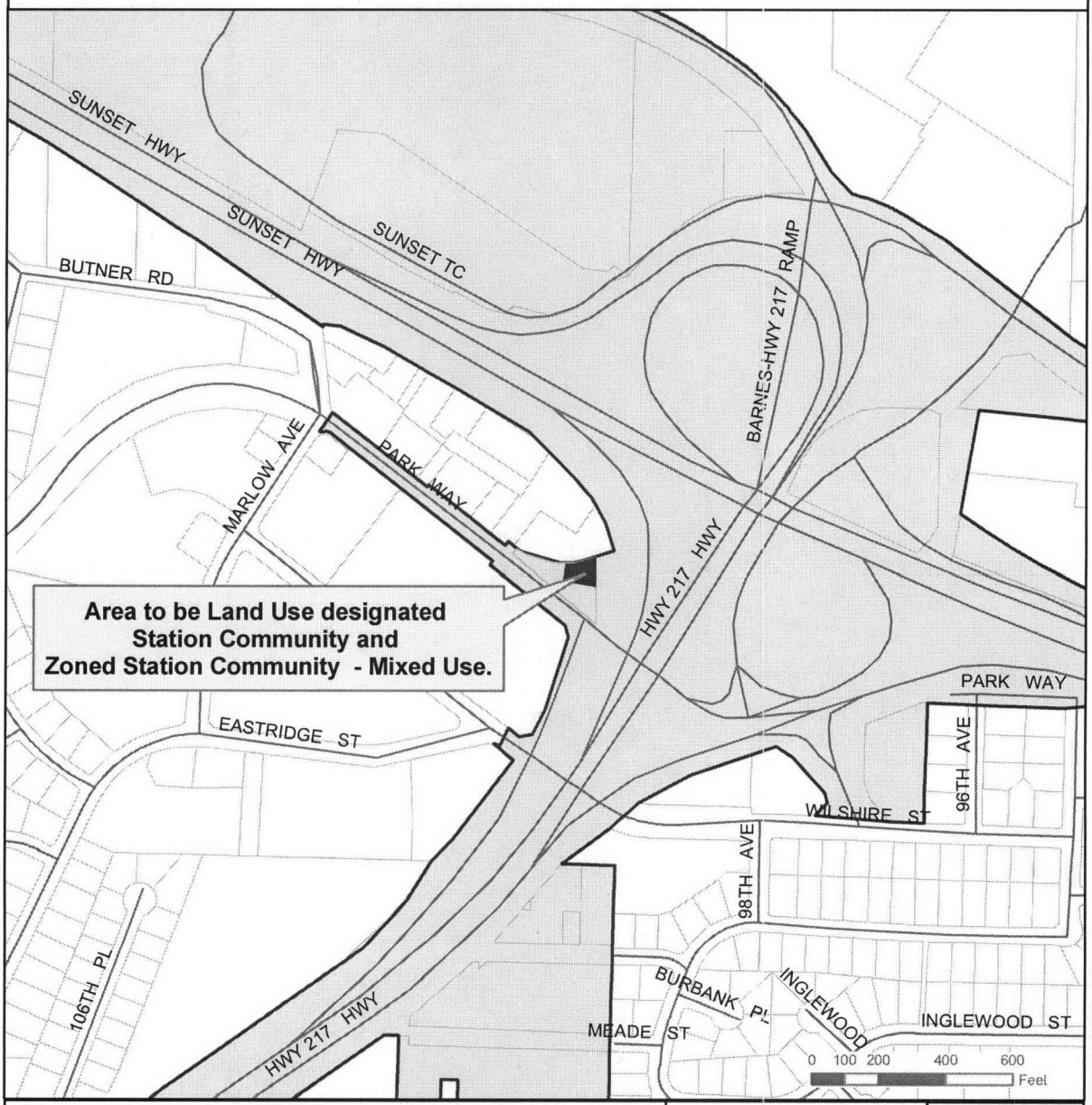
APPROVED:

ROB DRAKE, Mayor

Ordinance No. 4373

Land Use and Zoning Map

Exhibit Number: A



WCCCA at Highway 217 and Park Way

Date: 10/7/2005

N

Application #: CPA2005-003 / ZMA2005-002

This Map is available ONLINE @ T:\MAPS\CDD\05_0363.pdf

GIS/RDB 10/12/2005 S:_CDD_2005\05_0363\05_0363.mxd

BEFORE THE PLANNING COMMISSION FOR

THE CITY OF BEAVERTON, OREGON

IN THE MATTER OF A REQUEST TO AMEND THE COMPREHESIVE PLAN AND ZONING MAP APPLICABLE TO THE WCCCA 911 CELL TOWER LOCATED AT US 26 AND OR 217. WASHINGTON CO. CONSOLIDATED COMMUNICATIONS AGENCY, APPLICANT.	ORDER NO. 1815 CPA2005-0003 ZMA2005-0002 ORDER APPROVING REQUEST.

The matter came before the Planning Commission on September 21, 2005, on a request for an amendment to the City Comprehensive Plan and Zoning Map to propose a Station Community land use designation and Station Community – Mixed Use (SC-MU) zoning for a portion of a parcel currently owned by the Oregon Department of Transportation. The parcel currently does not have a land use or zoning designation. The parcel is 0.46 acres; however, the proposed CPA and ZMA are for only 2,500 square feet of the parcel. The subject site is a property located at the north side of SW Park Way, west of Highway 217 and more specifically identified as Tax Lot 3200 on Washington County Tax Assessor's Map 1S1-02CC.

Pursuant to Ordinance 2050 (Development Code), Sections 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. Project Specific issues. Staff identified a letter from Jerry Boone addressing his concern with the type of development to occur on the subject site. Staff noted to the Commission that Mr. Boone's concerns are to be addressed with a specific development application and is not applicable to the ZMA or CPA applications. The Commission concurred.

The Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated September 7, 2005.

Motion **CARRIED** by the following vote:

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

Dated this 29th day of September, 2005.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1815, an appeal must be filed on an Appeal form provided by the direct at the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, October 10, 2005.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

SAMBO KIRKMAN
Associate Planner

APPROVED:

ERIC H. JOHANSEN
Chairman

STEVEN A. SPARKS, AICP
Development Services Manager

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for 23 parcels located south of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street; CPA 2005-0004/ZMA 2005-0005

FOR AGENDA OF: 11/07/05 **BILL NO:** 05208

Mayor's Approval:

DEPARTMENT OF ORIGIN: CDD

DATE SUBMITTED: 10/25/05

CLEARANCES: City Attorney

Planning Services HB

PROCEEDING: First Reading

EXHIBITS:
Ordinance
Vicinity Map
Planning Commission Order No. 1816
Draft PC Minutes of 08/24/05 Hearing
PC Minutes of 09/28/05 Hearing
Staff Report Dated 07/25/05
Memo to Planning Commission 08/16/05
Supplemental Staff Report Dated 08/24/05
Supplemental Staff Report Dated 09/21/05
Supplemental Staff Report Dated 10/05/05

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

On August 24, 2005 and September 28, 2005, the Planning Commission held a public hearing on the City's request for an amendment to the City's Comprehensive Plan Land Use Map and Zoning Map for 23 parcels currently within the Neighborhood Residential – Standard Density (NR-SD) Comprehensive Plan Land Use designation and the R-7 (7,000 ft²/DU) Zoning District. The subject site is located south of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street and is specifically identified as Tax Lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3602, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, and 4400, on Washington County Assessor's Map 1S1-22BB. Together the properties total approximately 5.24 acres in size.

Staff proposed three options for consideration: *Option 1* - Change the Land Use Map to Neighborhood Residential – Medium Density (NR-MD) and the Zoning District to R-2 (2,000 ft²/DU), *Option 2* – Change the Land Use Map to Neighborhood Residential – High Density (NR-HD) and the Zoning District to R-1 (1,000 ft²/DU), or *Option 3* - Change the Land Use Map and Zoning District to a combination of Options 1 and 2. The Planning Commission voted to approve Option 1 of the requests as submitted. These decisions have not been appealed.

The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

INFORMATION FOR CONSIDERATION:

The owner of Tax Lot 3000 of Assessor's Map 1S122BB submitted an application to the Development Services Division (DSD) requesting approval of a Comprehensive Plan Map Amendment and Zoning Map Amendment for Tax Lot 3000. If approved, the proposal would have changed the Land Use designation from Neighborhood Residential – Standard Density (NR-SD) to Neighborhood Residential – Medium Density (NR-MD) and would have changed the Zoning District from Urban Standard Density (R-7) to Urban Medium Density (R-2). However, DSD staff correctly pointed out to the applicant that staff would be hard pressed to make positive findings for the proposed change for one (1) lot that does not abut another R-2 zoned property.

DSD staff approached Planning Services Division (PSD) staff with the question of whether or not a CPA and ZMA could be presented for the larger area surrounding Tax Lot 3000. PSD staff agreed that a review of the area's land use designation and zoning district was in order; however, not having the budget for a Traffic Analysis, the City was not in a position to process an application. It was then agreed that the owner of Tax Lot 3000 would pay for the Traffic Analysis for the entire subject area and the City would analyze the area and propose appropriate amendments to the Comprehensive Plan and Zoning Maps.

These Comprehensive Plan Land Use Map and Zoning Map Amendments are to change the designations for parcels within the central area of the City of Beaverton. In this case, the Planning Commission recommended approval of Option 1, described herein above.

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4374

An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for 23 parcels located south of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street; CPA 2005-0004/ZMA 2005-0005

WHEREAS, The intent of the proposed amendments to the Comprehensive Plan Land Use Map and Zoning Map is to assign appropriate City land use designations and zoning districts to parcels within the City of Beaverton; and

WHEREAS, On August 24, 2005 and September 28, 2005, the Planning Commission held a public hearing to consider these amendments to the Comprehensive Plan Land Use and Zoning Maps and voted to recommend approval of the Neighborhood Residential – Medium Density Comprehensive Plan Land Use Map designation and the Residential – 2,000 square feet of land area minimum per unit (R-2) Zoning Map designation in place of the existing designation of Neighborhood Residential – Standard Density Comprehensive Plan Land Use Map designation and the Residential – 7,000 square feet of land area minimum per unit (R-7); and

WHEREAS, The Council incorporates by reference the Community Development Department staff report, memo and three supplemental staff reports on CPA 2005-0004/ZMA 2005-0005 by Associate Planner Leigh Crabtree, dated July 25, 2005, August 16, 2005, August 24, 2005, September 21, 2005 and October 5, 2005, respectively; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject properties known as Hall/Sabin/124th Avenue (Tax Map 1S122BB, Tax Lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3602, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, and 4400), Neighborhood Residential – Medium Density (NR-MD) on the Comprehensive Plan Land Use Map, as shown on Exhibit "A", in accordance with the Planning Commission recommendation.

Section 2. Ordinance No. 2050, the Zoning Map, is amended to zone the same properties specified in Section 1 Residential – 2,000 square feet of land per dwelling unit (R-2), as shown on Exhibit "A", in accordance with the Planning Commission recommendation.

First reading this _____ day of _____, 2005.
Passed by the Council this _____ day of _____, 2005.
Approved by the Mayor this _____ day of _____, 2005.

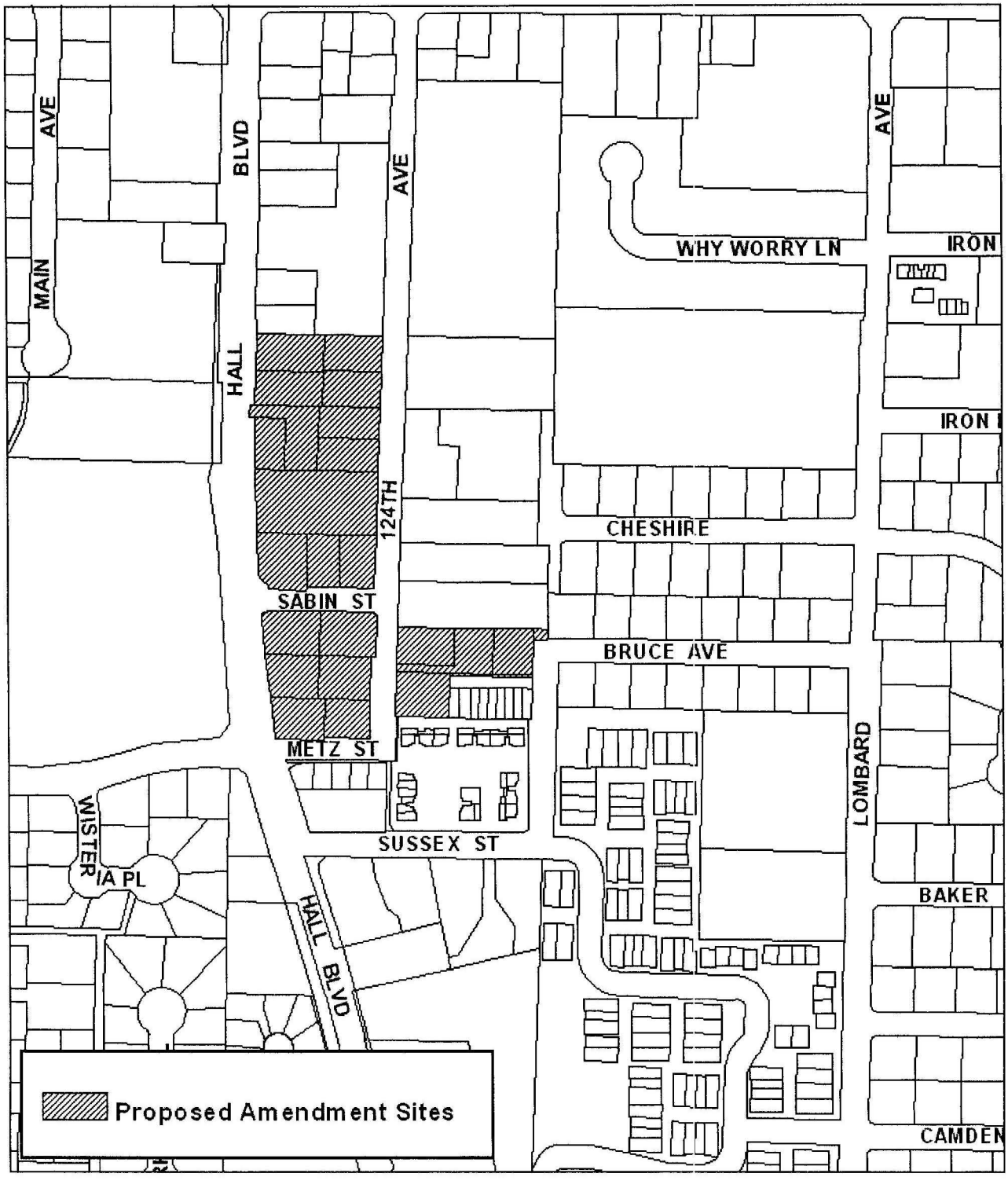
ATTEST: APPROVED:

_____ _____
SUE NELSON, City Recorder ROB DRAKE, Mayor

Ordinance No. 4374

EXHIBIT A

VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

1S122BB

N

CMA2005-0004
ZMA2005-0005

02

BEFORE THE PLANNING COMMISSION FOR

THE CITY OF BEAVERTON, OREGON

IN THE MATTER OF A REQUEST FOR AN AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN LAND USE MAP AND ZONING MAP FOR 23 PARCELS CURRENTLY WITHIN THE NR-SD COMPREHENSIVE PLAN LAND USE DESIGNATION AND THE R-7 ZONING DISTRICT (HALL/SABIN/124TH AVENUE). LEIGH CRABTREE, CITY OF BEAVERTON, APPLICANT ON BEHALF OF ROB DRAKE, MAYOR OF THE CITY OF BEAVERTON.	ORDER NO. 1816 CPA2005-0004/ZMA2005-0005 ORDER APPROVING REQUEST.

The matter came before the Planning Commission on August 24, and September 28, 2005, on a request for an amendment to the City's Comprehensive Plan Land Use Map and Zoning Map for 23 parcels currently within the Neighborhood Residential – Standard Density (NR-SD) Comprehensive Plan Land Use designation and the R-7 (7,000 ft²/DU) Zoning District. The subject site is located south of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street and is specifically identified as Tax Lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3602, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, and 4400, on Washington County Assessor's Map 1S1-22BB. Together the properties total approximately 5.24 acres in size.

Staff proposed three options for consideration: *Option 1* - Change the Land Use Map to Neighborhood Residential – Medium Density (NR-MD) and the Zoning District to R-2 (2,000 ft²/DU), *Option 2* – Change the Land Use

Map to Neighborhood Residential – High Density (NR-HD) and the Zoning District to R-1 (1,000 ft²/DU), or *Option 3* - Change the Land Use Map and Zoning District to a combination of Options 1 and 2.

Pursuant to Ordinance 4187 (Comprehensive Plan), Section 1.3.1, and Ordinance 2050 (Development Code), Section 40.97.15.1.C, the Planning Commission conducted a public hearing and considered testimony and exhibits on the subject proposal.

The Commission, after holding the public hearing and considering all oral and written testimony, adopts Option 1 of the Staff Report dated July 25, 2005, Supplemental Staff Reports dated August 24, 2005 and September 21, 2005, and the Traffic Impact Analysis – Supplemental Data dated September 26, 2005 as to applicable criteria contained in Section 1.3.1 of the Comprehensive Plan and Section 40.97.15.1.C of the Development Code and findings thereon. The Commission left the record open for seven (7) days in order to allow staff an opportunity to respond to written testimony received at the September 28, 2005 hearing. The written testimony and responsive Supplemental Staff Report dated October 5, 2005 do not affect the earlier decision; now, therefore:

IT IS HEREBY ORDERED that CPA2005-0004 is **APPROVED** based on the facts and findings of the Planning Commission on September 28, 2005.

IT IS HEREBY ORDERED that ZMA2005-0005 is **APPROVED** based on the facts and findings of the Planning Commission on September 28, 2005.

Motion **CARRIED** by the following vote:

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

Dated this 11th day of October, 2005.

To appeal the decision of the Planning Commission, as articulated in Order No. 1816, an Appeal form provided by the Director must be completed and submitted at the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Friday, October 21, 2005.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

LEIGH CRABTREE
Associate Planner

APPROVED:

ERIC H. JOHANSEN
Chairman

HAL BERGSMA
Planning Services Manager

Motion **CARRIED** by the following vote:

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

B. **HALL/SABIN/124TH**

3. CPA2005-0004 – COMPREHENSIVE PLAN MAP AMENDMENT
4. ZMA2005-0004 – ZONING MAP AMENDMENT

The City is initiating a Comprehensive Plan Map Amendment and a Zoning Map Amendment for 23 parcels currently within the Neighborhood Residential-Standard Density (NR-SD) Comprehensive Plan designation and the Urban Standard Density R-7 Zoning District. Three (3) options are proposed: Option 1 - Change the Comprehensive Plan Designation to Neighborhood Residential - Medium Density (NR-MD) and the Zoning Map District to Urban Medium Density Residential R-2 (2,000 square feet per dwelling unit), Option 2 - Change the Comprehensive Plan Designation to Neighborhood Residential - High Density (NR-HD) and the Zoning Map District to Urban High Density Residential R-1 (1,000 square feet per dwelling unit), Option 3 - Change the Designation and District to a combination of Options 1 and 2.

Commissioner's Maks, Kroger, DeHarpport, Pogue, Winter, Barnard, and Johansen indicated that they visited the site and had no contact with any individual(s) with regard to this proposal.

Associate Planner Leigh Crabtree mentioned that it was brought to staff's attention that there might be an issue with the noticing for the proposed application. She indicated that after further research, some of the property owners were not noticed, and added that the affidavit of notice of mailing was also incomplete in the file. She discussed a letter received by Mr. Henry Kane who stated that the NAC's were not noticed. She pointed out that the NAC's had been noticed as it was not part of the affidavit. She requested that the Commission take testimony at tonight's hearing and continue the hearing to a date certain of September 28, 2005.

Ms. Crabtree presented the Staff Report and described the proposed options included in this document, observing that the applicant is the City of Beaverton. She stated that staff recommended an R-2 zoning

district for this area, which would be equitable to a Neighborhood Residential - Medium Density designation for the Comprehensive Plan and Land Use Map. Concluding, she indicated that Peter Perrin, property owner for Tax Lot 3000; Land Use Consultant, John Brosy; and Howard Stein with CTS Engineers were in the audience, and requested again that the Commission take public testimony and continue the hearing to September 28, 2005.

Commissioner DeHarpport questioned whether it was the NAC's or the property owners that were not noticed.

Ms. Crabtree stated that it's been verified that 23 property owners were noticed through certified mail. She indicated that the notice did not include the outer property owners that touch the 500 foot buffer.

Commissioner DeHarpport questioned the rational behind staff's recommendation of an R-2, and requested clarification if this was the original application of that one vacant parcel, or if this was something that staff was already reviewing.

Ms. Crabtree pointed out that staff had been looking at properties across the street north and south of a new subdivision called Beaver Court, adding that this application provided an opportunity for the city to review other properties in this area that could be rezoned.

Commissioner DeHarpport questioned if a study was conducted to determine how long it would take to aggregate and turn this property into an actual R-2 density, adding that it would be a challenge for any developer to make something like this happen.

Ms. Crabtree noted that the properties are book ended by R-1 and R-2 zones and some multi-family developed areas, adding that in this respect, it made sense for staff to look at this just to meet the surrounding development pattern.

Commissioner DeHarpport questioned again whether there were any studies or market analysis done with regard to how this would actually take place and if this had been successfully accomplished on other sites.

Ms. Crabtree stated that she had been contacted from at least one property owner in the area who was hoping to redevelop his lot as well as to provide an extra unit or two, adding that staff understands that

unless somebody was to come through and buy up a number of these properties it would be a slow turn over.

Commissioner Maks questioned whether staff had contemplated R-4 or R-3.5 zoning designations for this property.

Ms. Crabtree stated that R-4 and R-3.5 had not been considered as the surrounding development to the north and northeast as well as across on the south side of Metzger are zoned R-1 and that it effectively is an R-2 density development due to a density transfer. She mentioned that there's R-2 in the south also that staff was looking to coordinate with those surrounding zoning districts.

Commissioner Maks disagreed, noting that page 34 of the staff report addresses 1.3.1.6, which states that there is a demonstrative public need which would be satisfied by the amendment as compared with other properties with the same designation, as a proposed amendment. He pointed out that she had also stated that these properties are book ended by an R-1 and an R-2 and that the facts and findings identify a current housing market as not keeping up with demand. He observed that as our land options become more constrained, lower density areas will turn over to higher density areas. He mentioned that staff is also saying that we should take Murray Hill, which is book ended by high density that we should slowly turn that over into R-1 and R-2, emphasizing that this is a poor argument and he does not accept it. He noted that staff might look at addressing the criteria in a different fashion at the next hearing. Observing that any Comprehensive Plan Amendment or Rezone involves advantages and disadvantages, he pointed out that a lot of things that actually do make sense are very poorly addressed in the staff report with regard to facts and findings.

Referring to page 19 which addresses affordable housing, Commissioner Maks discussed fair sharing and the housing strategy, observing that Commissioner Johansen has been saying for a long time that while we are rezoning an R-7, R-2 or R-1, we need to consider how much R-7, R-5 and R-4 remains. He noted that the City of Beaverton seems to be turning into nothing but row houses and apartments. He mentioned that it is necessary to address the criteria pertaining to affordable housing and the fair share and that it is also necessary to offer a variety of housing, adding that this has not yet been addressed.

Commissioner Kroger expressed her appreciation to Ms. Crabtree for responding to her e-mails, noting that she has some questions with regard to the traffic impact that she will address to the applicant. She

questioned whether Tualatin Hills Park & Recreation District (THPRD) had been requested to respond with regard to Fir Grove Park or any other park facility serving this area and whether any response had been received.

Ms. Crabtree advised Commissioner Kroger that while she had not discussed this issue with THPRD, it would be necessary to review the Facilities Review routing sheet to determine whether this request had been made.

Howard Stein, Vice-President of CTS Engineers introduced himself as a registered professional engineer with traffic expertise in both the State of Oregon and the State of Washington.

Referring to page 10 of Mr. Stein's submittal, Commissioner Maks questioned whether SW Hall Boulevard and SW Allen Boulevard as identified on the table is an indication of the future configuration.

Mr. Stein agreed that it is, observing that all of the 2020s are the same.

Commissioner Maks noted that it appears that the existing configuration on SW Hall Boulevard fails without any rezone or other revision.

Mr. Stein advised Commissioner Maks that this is true.

Commissioner Maks pointed out that with a v/c ratio of a pm peak and a level of service at the pm peak with a v/c of .91, it appears it is getting close.

Mr. Stein concurred with Commissioner Maks' assessment of the situation, observing that while the necessary improvements would probably not be made for another seven years, even this is not certain.

Commissioner Maks pointed out that the criteria may not be met, adding that more information should be obtained prior to making a decision.

Mr. Stein noted that the traffic counts had been prepared in May 2005, adding that two of the counts were actually done early June through 2004, but then were adjusted by adjacent counts within May 2005.

Commissioner Maks observed that he would like the additional information.

Referring to the Hall/Metz intersection, Chairman Johansen noted that while this intersection is currently a problem, he would like to know how much worse the situation will get due to the delays.

Mr. Stein explained that the traffic counts at Hall/Metz at 22nd are an issue.

Commissioner Maks pointed out that he is looking at the positives and the available transit, the increase transit headways and everything else like that and questioned whether there is any way to put a number on that that would reduce the vehicular trips, as with commercial stuff.

Mr. Stein noted that there is some data that references potential transit use for single family homes vs multi family homes and that certainly with a transit corridor such as SW Hall Boulevard, there is some impact. He noted that it would be possible to check with Tri-Met to determine whether any data is available.

Commissioner Winter questioned whether it is possible to turn to intersection training movements, observing that there are 16 turning out an intersection that does not exist.

Mr. Stein explained that it would be possible to check the detail printouts, adding that his guess is that the guy's finger starting hitting that field a little too much.

Commissioner Kroger stated that she would like to discuss pages 10 and 11, specifically Tables 9, 10 and 11, noting that it appears that there are a lot of failures on one table where they do not warrant signals on another table. She emphasized that she does not understand how this occurs and questioned what it takes to warrant a signal.

Mr. Stein briefly explained the formula for warranting a signal.

Commissioner Kroger advised Mr. Stein that while she understands the issue, she finds it difficult to use.

APPLICANT

JOHN BROSEY, Planning Consultant representing Peter Perrin and *PMP Corporation*, stated that they own the big property in the middle of this area and that they had sort of initiated this proposal. He explained that they have prepared an R-2 design that would provide 16 town houses in two rows of eight in a private drive in between with no access on SW Boulevard, adding that the property continues through to SW 124th Avenue. He pointed out that they had also paid for Mr. Stein's report, adding that this analysis is courtesy of the private sector in this case and that these questions are courtesy of us. Observing that they had been patiently waiting through the legislative process and would appreciate that it's moved fairly close to the original estimates of staff, he mentioned that normally applicants don't like to do that if they have their own application because the legislative process tends to drag on a lot longer then you like. He noted that in this case, staff was very forthright and got right to the analysis and that they had done their own part with the traffic issue.

Mr. Brosey discussed his experiences with the one neighborhood association meeting in March of 2004 and the two subsequent NAC meetings, observing that most if not all of the people that came were in fact very realistic and very amenable to the changes and recognized that it was going to be good for their property. He discussed the higher density but very attractive individually-owned town homes that have been proposed, as well as the amenities that exist in the area.

Observing that Mr. Brosy mentioned that they own the larger parcel in the middle of this area, Commissioner Maks asked what the average parcel size is of the other parcels.

On question, Mr. Brosy advised Commissioner Maks that some of the other parcels in the area include some 8,000 to 11,000 square foot lots with mostly single family homes.

Commissioner Maks pointed out that this would still involve duplexes in an R-7 zoning district.

PUBLIC TESTIMONY

HENRY KANE submitted a two-page written testimony and testified that while the mailing list indicates "New Horizons owners of all lots" within 500 feet of the site, this does not cover even a fraction of the New Horizons Town House Home Owners' Association, which starts at

not told the truth, adding that he had suggested in his first motion that staff start all over again and do it right. He pointed out that staff needs to make certain that the two NACs receive the notice, adding that the Vose NAC has apparently received no notification that there was going to be a hearing regarding this issue and that he had found about it Tuesday night at the BCCI meeting when he had reviewed the report on pending hearings.

Mr. Kane noted that he has reviewed the mailing list and does not see where the NACs had been properly noticed, emphasizing that he has asserted standing sufficient to satisfy the court of appeals. He pointed out that he would raise the issue that when the law requires notice on a matter of importance and the notice is not given, this is a violation of both the State and Federal due process constitutional requirements. Observing that he had won a few constitutional law cases in his time, he noted that because this is reducing the value of the single family residential property, this could potentially involve a Measure 37 claim. He explained that he has reviewed the Staff Report and can not see that proper notice has been provided, expressing his opinion that this proposal does a great deal of harm to an established single family residential area. He mentioned that he does not think it's a crime to retain R-7 lots so somebody can build a house with a front yard and a backyard, adding that he has also reviewed the traffic survey and it's full of holes. He stated that he has also reviewed the Staff Report and that it is very conclusionery, adding that there is a court of appeals case that says you have to give a reason to support a finding. He emphasized that he is unable to find anything in the documents he has read so far that supports all of these conslusionary statements. Observing that he has presented three motions, he noted that the third is that the Commission shall continue the hearing for seven days from the date of the initial hearing. He expressed his opinion that it is very unfair to allow the applicant and staff to speak for maybe 30 - 40 minutes and that a virtually affected homeowner is allowed a mere three minutes.

Chair Johansen clarified for Mr. Kane that this hearing is being continued to September 28, 2005.

Mr. Kane indicated that he will make certain that both the Highland NAC and the Vose NAC are aware of this hearing, adding that he would urge both NACs to take an informed position. He advised staff that if they do it right, it is not necessary to deal with these forced appeals. He informed the Commission that on September 1, 2005, he intends to raise new issues before LUBA, noting that ORS 197 states

that "if the criteria or goals are not set forth in the notice you can raise new issues for the first time".

Commissioner Maks requested that staff make certain in the re-notification process there aren't any commonly held areas by homeowners associations or apartment complexes, playgrounds etc., left out, and that they receive notification as well.

Commissioner Pogue **MOVED** and Commissioner DeHarpport **SECONDED** a motion to continue CPA2005-0004/ZMA2005-0005 -- Hall/Sabin/124th to a date certain of September 28, 2005.

Motion **CARRIED** unanimously.

MISCELLANEOUS BUSINESS:

The meeting adjourned at 8:25 p.m.

PLANNING COMMISSION MINUTES

September 28, 2005

CALL TO ORDER: Chairman Eric Johansen 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 Chairman Eric Johansen, Planning Commissioners Dan Maks, Wendy Kroger, Bob Barnard, and Scott Winter. Planning Commissioner Shannon Pogue and Alan DeHarpport were excused.

Planning Services Manager Hal Bergsma, Associate Planner Leigh Crabtree, and Recording Secretary Sheila Martin represented staff.

The meeting was called to order by Chairman Johansen, who presented the format for the meeting.

VISITORS:

Chairman Johansen 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 at this time.

OLD BUSINESS:

Chairman Johansen 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:

A. HALL/SABIN/124TH

1. **CPA2005-0004 - COMPREHENSIVE PLAN MAP AMENDMENT**
2. **ZMA2005-0005 - ZONING MAP AMENDMENT**

(Continued from August 24, 2005)

The City is initiating a Comprehensive Plan Map Amendment and a Zoning Map Amendment for 23 parcels currently within the Neighborhood Residential - Standard Density (NR-SD) Comprehensive Plan designation and the Urban Standard Density R-7 Zoning District. Three (3) options are proposed: *Option 1* - Change the Comprehensive Plan Designation to Neighborhood Residential - Medium Density (NR-MD) and the Zoning Map District to Urban Medium Density Residential R-2 (2,000 square feet per dwelling unit, *Option 2* - Change the Comprehensive Plan Designation to Neighborhood Residential - High Density (NR-HD) and the Zoning Map District to Urban High Density Residential R-1 (1,000 square feet per dwelling unit), *Option 3* - Change the Designation and District to a combination of Options 1 and 2.

Commissioner's Barnard and Winter indicated that they had made a second site visit since the original hearing and had no contact with any individual(s) with regard to this proposal.

Henry Kane requested a continuance to a later date based on information provided in letters he had submitted, adding that all property owners had not received the notice and also that this notice does not contain necessary information pertaining to the time that the hearing is scheduled.

Observing that his request for a continuance has been noted, Chairman Johansen suggested that Mr. Kane discuss these issues during tonight's testimony.

Chairman Johansen briefly described the public hearing process.

Associate Planner Leigh Crabtree presented Supplemental Staff Report No. 2 (Memorandum) associated with this proposal which has been continued from August 24, 2005 and briefly described the information and clarifications included in this document.

Expressing his appreciation of the additional information provided by Ms. Crabtree, Commissioner Maks discussed units per acre ratios and requested an estimate of the potential overall unit per acre.

Ms. Crabtree advised Commissioner Maks that while she does not have this information, the parcel talley includes the gross acreage for those zones and has not removed the nature park or the institutional uses from R-1 which may or may not potentially change the balance.

Commissioner Maks expressed his concerns with providing enough single-family homes.

Ms. Crabtree pointed out that some of the properties to the east may not be appropriately zoned R-1.

APPLICANT

Chairman Johansen clarified that the City of Beaverton is the applicant for this proposal.

JOHN BROSY, representing the property owner, Peter Perrin, mentioned that the applicant had provided additional information that had been distributed to the Commissioners. He expressed his opinion that as far as the quality of the infill is concerned with regard to these small parcels that have been upgraded, it is important to consider the design more than the function of the size of the parcel. Observing that City staff had attended both Neighborhood Meetings that took place last summer, he pointed out that no individual property owners have spoken in opposition to this concept.

Expressing his appreciation to Mr. Brosy for his testimony, Commissioner Maks noted that this reinforces his comments with regard to the R-2 zoning designation. He also mentioned to Mr. Brosy that if he wants to see a good example of different styles of attached housing, he should take a look at Grand Island, Nebraska, adding that this includes very impressive use of attached dwellings.

PUBLIC TESTIMONY

DANIEL PEREYRA expressed his concern with the results of this proposed zone change, specifically whether his taxes would increase.

Chairman Johansen advised Mr. Pereyra that staff may be able to address this issue later during their comments.

Mr. Pereyra questioned whether this zone change would allow any commercial use.

Chairman Johansen responded that both changes involve residential development rather than commercial development.

Observing that he is a member of the Vose NAC Board of Directors but does not represent this entity, **HENRY KANE** mentioned that he had submitted two letters, one of which requests that the record be kept open on this issue for a minimum of seven days. He explained that in his review of the Comprehensive Plan and Staff Reports he has been unable to locate the mandate, the order of Metro, or State statute that dictates that residential zoning must be reduced to the lowest common denominator. He pointed out that a recommendation is not the same as an order, adding that he had requested that the Commission separate those applicants who want to down zone their properties from those properties that are owner occupied. He emphasized that this should be in a separate category to determine whether it is good policy to down zone, adding that the Development Code keeps changing. He expressed his concern with what he referred to as unnecessary down zoning, noting that he intends to file an affidavit with regard to not receiving adequate notice.

Chairman Johansen questioned whether Mr. Kane had expressed his concerns within the letter he had submitted.

Mr. Kane concurred that his concerns are included in his letter, expressing his opinion that this hearing should be continued.

7:06 p.m. - 7:13 p.m. – recess

Planning Services Manager Hal Bergsma responded to some of the concerns expressed during testimony, observing that a City-initiated zone change by itself would not affect any property taxes. He discussed the potential affect of this zone change on building height, noting that this small neighborhood is surrounded by properties that are currently zoned R-1 or R-2, emphasizing that the difference between the R-2 zone and the R-7 zone with regard to building height is only five feet, which is fairly insignificant.

Commissioner Kroger questioned whether Mr. Kane is correct in his statement that there are errors in the noticing process for this proposal.

Mr. Bergsma advised Commissioner Kroger that he has not had an opportunity to review Mr. Kane's letter to determine whether this is true, adding that by keeping the record open for seven additional days, staff would have adequate time to review this issue and provide an appropriate response.

The public portion of the public hearing was closed.

Observing that he had ridden his bicycle through this area that consists mostly of apartments, town homes and duplexes, Commissioner Winter expressed his opinion that the application meets applicable approval criteria, adding that he would support a motion for approval.

Noting that she attempts to support higher density near central areas, Commissioner Kroger stated that while she has concerns with how traffic issues are numbers, she would support a motion to approve these applications.

Commissioner Maks noted that while he is slightly reluctant, he supports the application with Option 1, adding that he appreciates the additional information provided by Mr. Bergsma. Pointing out that traffic issues had been addressed, he expressed his opinion that this proposal involves a prime location that is appropriate for re-development that includes attached or detached residential homes. Addressing questions raised from public testimony, he mentioned that the Comprehensive Plan includes multiple policies about offering a variety of housing, affordable housing, the best use of infrastructure, and tax dollars. He also pointed out that the Comprehensive Plan talks about promoting transit, and that the Oregon State Transportation rule talks about reducing vehicular trips with this kind of density, adding that traffic information that produces the same has been provided. With respect to the neighborhood and compatibility of the surrounding area, he pointed out that a letter was submitted into the record from the Vose NAC indicating that they are in support of Option 1.

Commissioner Barnard stated that he fully supports these applications, adding that this is a great area for this particular zone change and development process and would fit in very well with the surrounding area.

Observing that historically he has opposed many zone changes and comprehensive plan amendments in the belief that neighbors should

have a high level of certainty with respect to the land use of adjacent property, Chairman Johansen pointed out that since these applications have not drawn neighborhood opposition, he feels comfortable supporting them.

Noting that he would like to take action this evening and leave the record open for seven days, Commissioner Maks **MOVED** and Commissioner Barnard **SECONDED** a motion to **DENY** the request to continue CPA 2005-0004 – Hall/Sabin/124th Comprehensive Plan Amendment and ZMA 2005-0005 -- Zoning Map Amendment to a later date.

Motion **CARRIED** by the following vote:

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

Commissioner Maks **MOVED** and Commissioner Barnard **SECONDED** a motion to **APPROVE** CPA 2005-0004 – Hall/Sabin /124th Comprehensive Plan Amendment, based upon the testimony, reports, and exhibits and new evidence presented during the Public Hearing on the matter, and upon the background facts, findings and conclusions found in the Staff Report dated July 25, 2005, including additional information and Memorandum received this evening with regard to Option 1 and leaving the record open for seven days.

Motion **CARRIED** by the following vote:

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

Commissioner Maks **MOVED** and Commissioner Barnard **SECONDED** a motion to **APPROVE** ZMA 2005-0005 – Hall/Sabin/124th Zoning Map Amendment, based upon the testimony, reports, and exhibits and new evidence presented during the Public Hearing on the matter, and upon the background facts, findings and conclusions found in the Staff Report dated July 25, 2005, including additional information and Memorandum received this evening with regard to Option 1 and leaving the record open for seven days.

Motion **CARRIED** by the following vote:

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

APPROVAL OF MINUTES:

Following a brief discussion, it was decided that the minutes for August 3, 2005, would be redistributed for approval at the next meeting.

MISCELLANEOUS BUSINESS:

Mr. Bergsma discussed a document he had distributed – *A New Look at Regional Choices – Updating the metro region's long-range plan*, observing that this involves a brief summary of an upcoming process that Metro would be engaged in to basically consider how the Regional 2040 Growth Concept is updated.

The meeting adjourned at 7:37 p.m.

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 **REPORT DATE:** July 25, 2005

HEARING DATE: August 24, 2005

FROM: Leigh Crabtree, Associate Planner

PROPOSAL: **CPA2005-0004/ZMA2005-0005 Hall/ Sabin/ 124th Avenue Land Use Map Amendment and Zoning Map Amendment:** Staff propose to amend the City's Comprehensive Plan Land Use Map and Zoning Map for 23 parcels currently within the Neighborhood Residential – Standard Density (NR-SD) Comprehensive Plan Land Use designation and the R-7 (7,000 ft^2/DU) Zoning District. Three options are considered: *Option 1* - Change the Land Use Map to Neighborhood Residential – Medium Density (NR-MD) and the Zoning District to R-2 (2,000 ft^2/DU), *Option 2* – Change the Land Use Map to Neighborhood Residential – High Density (NR-HD) and the Zoning District to R-1 (1,000 ft^2/DU), or *Option 3* - Change the Land Use Map and Zoning District to a combination of Options 1 and 2.

APPLICANT: City of Beaverton

APPROVAL CRITERIA: Comprehensive Plan Section 1.3.1 and Development Code Section 40.97.15.1.C.

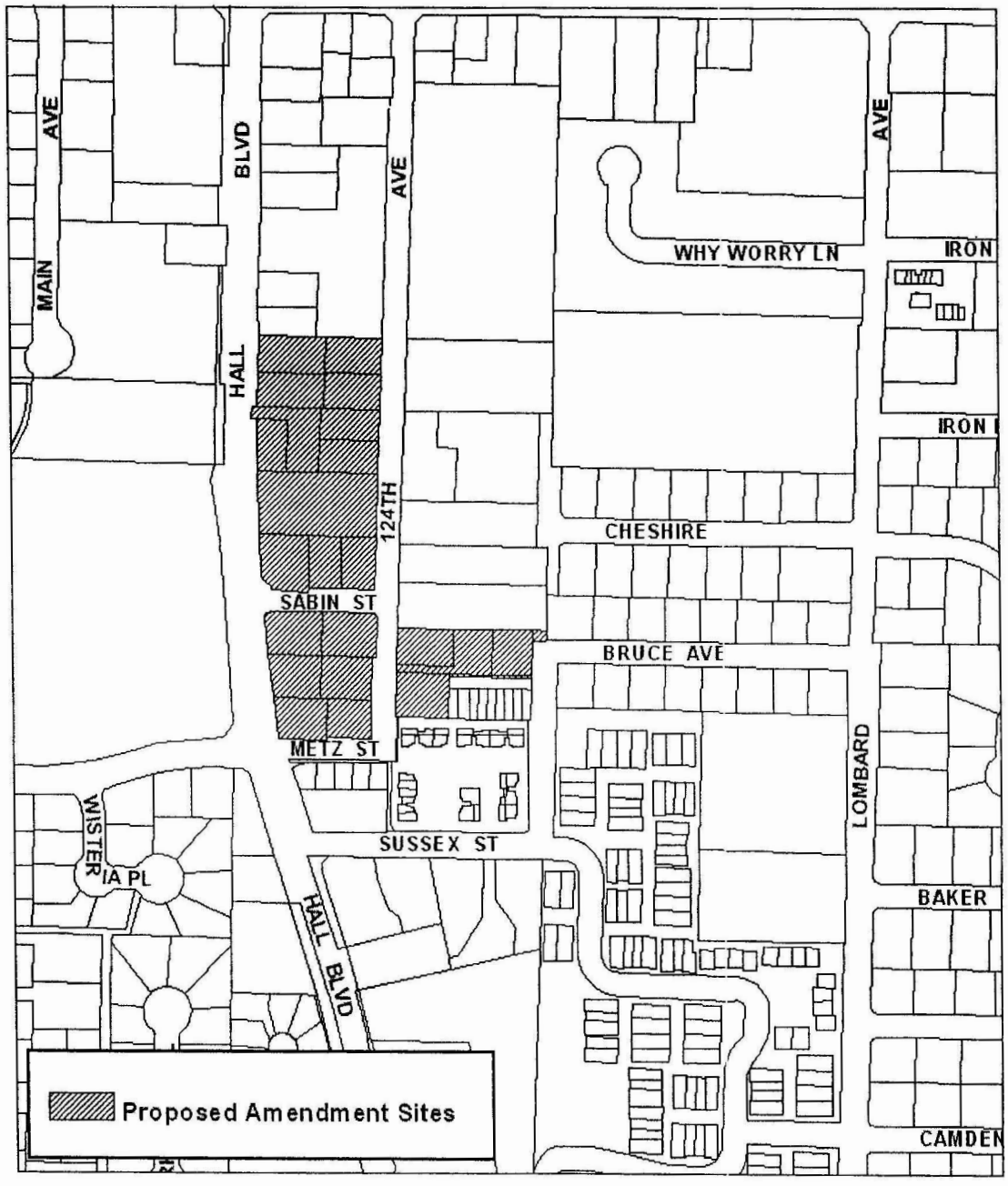
LOCATION: South of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street. Map 1S122BB Tax lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3502, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, 4400.

EXISTING USE: The property totals 5.24 acres. Each of the 23 tax lots is developed with a single-family dwelling.

RECOMMENDATION

Based on findings in this report that the criteria contained in Comprehensive Plan Section 1.3.1 and Development Code Section 40.97.15.1.C. are met, staff recommends APPROVAL of CPA2005-0004 and ZMA2005-0005 Option 1 as cited in the attached staff report. Option 1 amends the Comprehensive Plan Land Use Map designation to Neighborhood Residential – Medium Density (NR-MD) and amends Zoning Map district to R-2 (2,000 ft^2/DU) for all lots that are subject to the application.

VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map #
1S122BB

N

Application #
CMA2005-0004
ZMA2005-0005

BACKGROUND FACTS

Origination

The owner of Tax Lot 3000 of Assessor's Map 1S122BB submitted an application to the Development Services Division (DSD) requesting approval of a Comprehensive Plan Map Amendment and Zoning Map Amendment for Tax lot 3000. If approved, the proposal would have changed the Land Use designation from Neighborhood Residential – Standard Density (NR-SD) to Neighborhood Residential – Medium Density (NR-MD) and would have changed the Zoning District from Urban Standard Density (R-7) to Urban Medium Density (R-2). However, DSD staff correctly pointed out to the applicant that staff would be hard pressed to make positive findings for the proposed change for one (1) lot that does not abut another R-2 zoned property.

DSD staff approached Planning Services Division (PSD) staff with the question of whether or not a CPA and ZMA could be presented for the larger area surrounding Tax Lot 3000. PSD staff agreed that a review of the area's land use designation and zoning district was in order; however, not having the budget for a Traffic Analysis, the City was not in a position to process an application. It was then agreed that the owner of Tax Lot 3000 would pay for the Traffic Analysis for the entire subject area and the City would analyze the area and propose appropriate amendments to the Comprehensive Plan and Zoning Maps.

Existing Conditions Table

Zoning	R-7	
Current Development	Each lot (with the exception of Tax Lot 3403, which is held for future right-of-way) is developed with a single-family detached dwelling	
Site Size	Approximately 5.24 acres.	
NAC	Vose (Highland NAC is on the west side of Hall Boulevard)	
Surrounding Uses	Zoning: North: Urban High Density (R-1) South: Urban High Density (R-1) East: R-1, R-7 & R-2 West: Urban Standard Density (R-7)	Uses: North: Single-Family & High Density Housing South: Medium Density Housing East: High, Standard & Medium Density Housing West: Arterial Street and Institutional Uses

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

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EXHIBITS

Exhibit 1. **Vicinity Map** (page 2 of this report)

Exhibit 2.
- Exhibit 2.1 Affidavit of Posting
- Exhibit 2.2 Affidavit of Mailing Notice

Exhibit 3.
- Exhibit 3.1 Land-Use Map
- Exhibit 3.2 Zoning Map
- Exhibit 3.3 Use Comparison Chart between R-7, R-2 and R-1
- Exhibit 3.4 Density Comparison Chart Between R-7, R-2 and R-1
- Exhibit 3.5 Comprehensive Plan and Zoning District Matrix
- Exhibit 3.6 Traffic Analysis by CTS Engineers, dated July 5, 2005

SECTION A: SUMMARY ANALYSIS OF THE APPLICATIONS

The purpose of the proposed amendments to the Comprehensive Plan Land Use Map and Zoning Map is to review a pocket of Neighborhood Residential – Standard Density, R-7, properties to determine if the properties would more appropriately be assigned land use designations and zoning districts that closely match those of the surrounding properties.

The staff analysis that follows found that both the NR-MD and NR-HD Land Use designations and the corresponding R-1 and R-2 Zoning Districts are appropriate for consideration given the development patterns of surrounding properties to the north, south and east, location along and near arterial streets (Hall Boulevard and Allen Boulevard), their land use and zoning designations, and availability of multiple modes of transit.

Properties to the north and east of the subject area are designated NR-HD and zoned R-1. Properties to the south and southeast are generally designated NR-MD and zoned either R-2 or R-3.5, although five small lots at the south edge of the area are designated NR-HD and zoned R-1. Surrounding existing development includes single-family detached residences and apartments to the north, a mobile home community to the east-northeast, a mix of single family residences, townhomes and apartments to the south and east, and institutional uses west of Hall Boulevard. Of these uses, the higher density uses (apartments and townhomes) were able to develop based on larger lot sizes than exist within the subject area, with the exception of Tax Lot 3000. The subject area contains lots with houses of varying condition and age. Most of the lots may provide a minimum of three (3) to five (5) dwelling units under NR-MD/R-2 and five (5) to ten (10) dwelling units under NR-HD/R-1. Since future redevelopment of the subject area is dependent on developers having the ability to meet minimum density standards while satisfying the design standards of the Development Code, the existing smaller lot sizes will most likely lend themselves to a change to NR-MD/R-2, unless a number of the lots are consolidated for redevelopment at the same time.

In analyzing the overall impacts to stormwater, potable water and sanitary sewer facilities it is important to know that no mater what happens in this area of the city (continued NR-SD, NR-MD or NR-HD designations) these facilities will need to be improved. Costs to the city for improving facilities in this area can be off-set by re-development efforts.

Regionally, the Metro Urban Growth Management Functional Plan provides guidance regarding development patterns. Section 4.2.1.1.a) of the Comprehensive Plan is the City's policy to *increase residential capacity in the City to substantially comply with requirements of Title 1 of the Metro Urban Growth Management Functional Plan.* It is this policy that staff is relying on for its recommendation as it is the only policy that, with analysis, provides clear direction to staff in choosing one of the three options presented in the proposal. In calculating the number of persons per acre that would result from the existing NR-SD/R-7 designations and the proposed NR-MD/R-2 and/or NR-HD/R-1 designations, the plan and zoning designations that most closely match the recommendations of Title 1 of the Metro Urban Growth Management Functional Plan are the NR-MD Land Use designation and the R-2 zoning district for all properties that are included in this proposal.

SECTION B: COMPREHENSIVE PLAN AMENDMENT FINDINGS

Applicable Comprehensive Plan Provisions:

1.3 Amendment Procedures
Comprehensive Plan Amendments fall into four general categories: Legislative, Quasi-Judicial, Annexation Related, and Historic Landmark and District Designations. ...

...Quasi-Judicial Amendments are amendments to a designation as it applies to specific parcels, interests or situations. This type of amendment is typically a privately initiated amendment coupled with a corresponding zone change.

Finding: ***Staff finds that the proposed amendment is a quasi-judicial amendment as the amendment pertains to 23 specific parcels in a localized geographic area bordered generally by Hall Boulevard, Bruce Lane, Metz Street and Allen Boulevard, thereby meeting the threshold for a quasi-judicial land use map amendment.***

1.3.1 Amendment Criteria.
The adoption by the City Council and Planning Commission of any amendment to the Plan, except non-discretionary annexation related map amendments, shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section, or Section 1.3.2, if applicable, have been met. The City Council and Planning Commission may adopt by reference facts, findings, reasons, and conclusions proposed by the City staff or others. Affirmative findings relative to all of the following criteria are the minimum required for a Plan amendment (non-discretionary annexation related map amendments need not comply with Plan criteria because they are not land use decisions under Oregon Statutes and are those stipulated by Exhibit "B" of the Urban Planning Area Agreement):

Compliance with Plan Amendment Criteria:

1.3.1.1. The proposed amendment is consistent and compatible with the Statewide Planning Goals.

Of the 19 Statewide Planning Goals, Goals One, Two, Five, Six, Seven, Eight, Ten, Eleven, Twelve, and Thirteen are applicable to the proposed map amendments. All 19 goals are addressed below:

Goal One: Citizen Involvement
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

A Neighborhood Review Meeting (NRM) is required for Quasi-Judicial Comprehensive Plan Amendments as noted in 1.3.3.

Staff mailed notice of a NRM to the NAC and property owners on June 1, 2005, meeting the mailing notice requirement for the first NRM held on June 21, 2005, 7:00 pm in City Council Chambers at Beaverton City Hall. Staff posted the property subject to the NRM on July 1, 2005 and sent out notice of a second NRM on July 1, 2005, meeting both the posting and mailing notice requirements. The second NRM was completed within the agenda for the Vose NAC regular meeting Thursday, July 21, 2005, 7:00 pm at the Beaverton Community Center.

1.3.3.3 Requires the applicant to conduct the NRM to introduce the proposal and to document the neighborhood comments.

> At the NRM meeting on June 21, 2005 staff introduced the proposal and noted that no comments were provided by the audience. At the NRM on July 21, 2005, staff introduced the proposal and noted several comments.

1.3.3.4 requires the applicant to send a copy of the meeting notes to the NAC chair by certified mail.

> On July 26, 2005, staff sent a copy of the meeting notes to the NAC Chair by certified mail.

1.3.3.5 requires the applicant submit a copy of the notice sent to the NAC and surrounding property owners, a copy of the mailing list including the property owners and the NAC representatives, a copy of the information contained on the posted sign, notes of the meeting, and a certified mail receipt indicating mailing of the meeting notes to the NAC chair.

> Staff have compiled the information required in 1.3.3, including 1.3.3.5 in a folder marked "Neighborhood Review Meeting" in the project file.

This proposed application for a Comprehensive Plan Land Use Map Amendment and Zoning Map Amendment is subject to the public notice requirements of the City Charter, Comprehensive Plan Section 1.3.4.2 and Development Code Section 50.45. The following summarizes compliance with the public involvement opportunities and notification requirements specified in these sections:

1.3.4.2 Quasi-Judicial Amendments
Notice for Quasi-Judicial Amendments shall be as follows:

A. By mailing the required inter-agency DLCD notice to DLCD, the Beaverton Neighborhood Office and the CCI Chair at least forty-five (45) calendar days prior to the Planning Commission hearing.
    - Notice was mailed to DLCD, Metro, the Vose NAC and Highland NAC, the City's Neighborhood Office and the CCI Chair on June 24, 2005

B. By publication of a notice in a newspaper of general circulation within the City, giving time, date, place and purpose of the hearing; and

- Notice of the hearing was advertised in the Beaverton Valley Times on July 7, 2005 and July 21, 2005.

C. By posting notice in three (3) conspicuous public places in the City, stating the property is subject to an application for a Plan amendment and the telephone number of the City department to call for further information; and

- Notice was posted at four locations within the proposal area July 25, 2005 that stated the application name and contact information for the City of Beaverton (See Exhibit 2.1 Affidavit of Posting).

D. By mailing notice to property owners included in the proposed change and within an area enclosed by lines parallel to and 500 feet from the exterior boundary of the property for which the change is contemplated; and

- Notice was mailed to property owners included within the proposed change and within 500 feet of the property for which the change is contemplated on July 25, 2005 (See Exhibit 2.2 Affidavit of Mailing).

E. By posting the property, stating a land use decision will be made about the property and giving the Community Development Department phone number. Signs shall be of sufficient number, size and location so as to be visible to a passing motorist; and

- Notice was posted at four locations within the proposal area July 25, 2005 that stated the application name and contact information for the City of Beaverton (See Exhibit 2.1 Affidavit of Posting).

F. By such other notice as the Planning Commission or City Council may deem in the public interest.

- No other notice has been required by Planning Commission or City Council as of the date of this report.

G. All hearing notices required by this section shall be given not less than thirty (30) calendar days prior to the date of the hearing.

- Notice was mailed and posted July 25, 2005, thirty days prior to the Planning Commission Hearing date of August 24, 2005 (See Exhibit 2.1 Affidavit of Posting and Exhibit 2.2 Affidavit of Mailing).

Section 50.45 of the City's Development Code, regarding Type 3

Applications, states in part:

2. Within approximately seven (7) calendar days after the application has been deemed complete, the Director shall mail a written notice to:

   A. The applicant and the property owner.
   B. The NAC in which the subject property is located and to any other NAC whose boundaries are within five hundred (500) feet of the subject property.
   C. Owners of property within five hundred (500) feet of the property that is the subject of the application.

      - Notice was mailed to property owners included within the proposed change and within 500 feet of the property for which the change is contemplated, Vose and Highland NAC's on July 25, 2005 (See Exhibit 2.2 Affidavit of Mailing).

4. Within approximately seven (7) calendar days after the application has been determined to be or deemed complete and in no case less than twenty (20) calendar days before the decision making authority's initial hearing, the Director shall publish in a newspaper of general circulation in the City of Beaverton a summary of the application, a date by which public comment on the application should be submitted to the Director, the date of the Facilities Review Committee technical meeting with the applicant, and the place, date, and time of the decision making authority's hearing on the application under review.

   - Notice of the hearing was advertised in the Beaverton Valley Times on July 7, 2005 and July 21, 2005.

5. In addition to the provisions of Sections 50.45.2, 50.45.4, and 50.45.8, the following noticing timelines shall apply for the following applications:

   A. If the proposal is a Quasi-Judicial Zoning Map Amendment application (Section 40.97.15.1), the Director shall send the notice outlined in Section 50.45.3 by certified mail to the owner of property as shown on the current records of the Washington County Department of Assessment and Taxation which are subject to the proposed zone change at least thirty (30) days prior to the public hearing.

      - Notice was sent by certified mail to the affected property owners July 25, 2005, thirty days prior to the Planning Commission Hearing date of August 24, 2005 (See Exhibit 2.1 Affidavit of Posting and Exhibit 2.2 Affidavit of Mailing).

8. Not less than twenty (20) calendar days before the decision making authority's hearing, the applicant shall post at least one (1) signboard provided by the Director for that purpose.

   - Notice was posted July 25, 2005, thirty days prior to the Planning Commission Hearing date of August 24, 2005 (See Exhibit 2.1 Affidavit of Posting).

9. All documents and evidence relied upon by the applicant shall be submitted to the City and made available to the public at least seven (7) days prior to the hearing.

   - The noticing information required has been included in the project file.

10. Within approximately twenty eight (28) calendar days after the application has been determined to be or deemed complete, the Director shall convene the Facilities Review Committee to review technical aspects of the application with the applicant.

- Given a Planning Commission Hearing date of August 24, 2005, the respective Facilities Review Committee Meeting would be held August 3, 2005. However, the applicant being the City, no Facilities Review Meeting is scheduled at this time. Comments provided to staff by service providers are in the case file and available for review.

At the hearing, the Planning Commission considers written comments and oral testimony before they make a decision. The procedures outlined in Comprehensive Plan Section 1.3.3 and 1.3.4.2 and Development Code Section 50.45 allow for proper notice and public hearing opportunities on the proposed Comprehensive Plan Land Use Map Amendment and Zone Change as required by this Statewide Planning Goal. As noted above, these procedures have been followed.

Finding: ***Staff finds that the City through its Charter, Comprehensive Plan and Development Code and the State through numerous statutes have created proper procedures to insure citizens the opportunity to have input in these proposed Comprehensive Plan Map amendments and that those procedures have been complied with.***

Goal Two: Land Use Planning
To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The City of Beaverton adopted a Comprehensive Plan, which includes text and maps, in five volumes (Ordinance 4187) along with implementation measures, including the Development Code (Ordinance 2050).The proposal includes a change to the City's Comprehensive Plan Land Use Map, Figure 3.1, as well as a related change to the Zoning Map. The Zoning Map and the associated Development Code are the implementation tools that put the Comprehensive Plan's policies into practice. The proposal provides an opportunity for the Planning Commission and City Council to consider the three (3) proposed options and to make a determination of whether or not the proposed recommended change for the subject properties is appropriate.

Findings: Staff finds that the City has established a land use planning process and policy framework as basis for considering changes to the Land Use Map and Zoning Districts. Planning Commission and City Council are given opportunities to deliberate on the validity of the findings found within the staff report and to consider the staff recommendation. This amendment complies with Goal Two.

Goal Three: Agricultural Lands
To preserve and maintain agricultural lands.

The City of Beaverton is an urban incorporated city having land use authority within its city limits. The City does not have an intergovernmental agreement with Washington County to plan outside its corporate limits. Consequently, the City does not have agricultural lands within its limits or land use jurisdiction.

Findings: Staff finds that the City does not have any designated agricultural lands within its corporate limits or land use jurisdiction. Therefore, this goal is inapplicable to this proposed amendment.

Goal Four: Forest Lands
To conserve forest lands for forest uses.

The City of Beaverton is an urban incorporated city having land use authority within its limits only. The City does not have any designated forest land within the properties proposed for this amendment.

Findings: Staff finds that the proposal area is not designated exclusive forest use, nor do the properties have any other type of forest designation. Thus, this goal is inapplicable to this amendment.

Goal Five: Open Spaces, Scenic and Historic Areas, and Natural Resources
To conserve open space and protect natural and scenic resources.

The City of Beaverton has a *Significant and Important Natural Resources and Other Important Natural Resources* inventory completed in 1984, a significant tree inventory (not Goal 5) adopted by the Board of Design Review in 1991, a *Local Wetland Inventory* and an *Urban Riparian Assessment* from 2000. These inventories, with the exception of the Significant Tree Inventory, are found in Volume 3 of the Comprehensive Plan. The subject area is not included in any of these inventories.

Findings: Staff finds that the project area does not contain resources identified on the City's adopted natural resource planning inventories. Therefore, staff finds that this goal is satisfied.

Goal Six: Air, Water and Land Resources Quality
To maintain and improve the quality of air, water and land resources of the state.

Comprehensive Plan policies 8.2 Water Quality and 8.3 Air Quality are addressed within the response to Approval Criterion 1.3.1.3, later in the staff report. The findings related to Approval Criterion 1.3.1.3 demonstrate compliance with Goal Six.

Findings: Staff finds that the City's Comprehensive Plan policies address Statewide Planning Goal Six and the staff facts and findings found within Criterion 1.3.1.3 relating to compliance with the City's Comprehensive Plan satisfy this goal.

Goal Seven: Areas Subject to Natural Disasters and Hazards
To protect life and property from natural disasters and hazards.

The subject area is not within a floodplain or other natural disaster area. The City has Site Development permit requirements within its Municipal Code. The Site Development permit

addresses soil erosion and storm water runoff. Upon redevelopment of the area, storm water drainage issues will be evaluated, and the "appropriate safeguards" will be implemented to address on-site drainage issues.

Findings: Staff finds that the City has established regulations addressing "appropriate safeguards" for erosion and storm water drainage issues. Staff finds that the project area is not within a floodplain. Therefore, staff finds the goal is satisfied.

Goal Eight: Recreation Needs
To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Fir Grove Park, just over one-quarter (0.25) of a mile away, is the nearest park to the subject area at the northwest corner of the intersection of 130th Avenue and 22nd Street. Multiple other parks are available at varying distances and directions.

The Tualatin Hills Park and Recreation District (THPRD) has adopted a Systems Development Charge (SDC) that applies to new construction within the district boundaries. The SDC funds acquisition and development of new park facilities within the district boundary, which includes most of the City of Beaverton corporate limits.

Findings: Staff finds that the project area is not park deficient and as the property redevelops, would pay the THPRD SDC to fund additional park facilities within the district. Therefore, staff finds that this goal is satisfied.

Goal Nine: Economy of State
To diversify and improve the economy of the state.

The proposal is for a change in residential designation and does not include commercial or industrial lands. As the properties redevelop, jobs will be created for the housing construction industry. This area is relatively small at 5.24 acres, and as a result, is expected to have little to no effect on the economy of the state.

Findings: Staff finds that construction as a result of the proposal may have a positive, yet overall negligible, effect on the economy of the state. Staff finds that this goal is satisfied.

Goal Ten: Housing
To provide for the housing needs of citizens of the state.

Oregon Administrative Rules (OAR) Chapter 660, Division 7 provides guidelines to the Portland Metropolitan Area with regard to compliance with Goals Ten and Fourteen, referred to as the Metropolitan Housing Rule. The statement of purpose for this rule is as follows: "The purpose of this rule is to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth

boundary, to provide greater certainty in the development process and so to reduce housing costs. OAR 660-007-0030 through 660-007-0037 are intended to establish by rule regional density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization." The rule requires in OAR 660-007-0035 that new development in Beaverton achieve an overall density of ten or more dwelling units per net buildable acre. Exhibits 3.3 and 3.5 demonstrate that the existing Comprehensive Plan Designation and Zoning District would allow the city to continue to comply with the 10 units per acre density anticipated in the Metropolitan Housing Rule.

As noted in Section A of this report, the proposal includes three (3) options. All three (3) options propose to increase the number of housing units found within the project area. Located within the Metro Urban Growth Boundary, the city is required to comply with *Title 1* of the *Metro Urban Growth Management Functional Plan* (Functional Plan) which deals with *Requirements for Housing and Employment Accommodation.* Staff addresses compliance with this requirement in Amendment Criterion 1.3.1.2 later in this report.

Findings: Staff finds that the city meets the minimum density of 10 units per acre on average anticipated in the Metropolitan Housing Rule, addressing Statewide Planning Goals Ten and Fourteen. Additionally, the Metro Urban Growth Management Functional Plan addresses Statewide Planning Goal Ten and the staff facts and findings found within Criterion 1.3.1.2 relating to compliance with the Metro Functional Plan satisfy this goal.

Goal Eleven: Public Facilities and Services

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

The City of Beaverton adopted a Comprehensive Plan (Ordinance 4187) in January of 2002 that was prepared pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD). Chapter 5 Public Facilities and Services Element, implements the requirements of Oregon Administrative Rules (OAR660-011-0000 through 660-011-0050) providing guidelines for compliance with Goal 11. Policy 5 addresses the issues related to Goal Eleven. Staff has addressed the applicable issues under Amendment Criterion 1.3.1.3 later in the report.

Findings: Staff finds that the City's Comprehensive Plan policies address Statewide Planning Goal Eleven and the staff facts and findings found within Criterion 1.3.1.3 relating to compliance with Comprehensive Plan Policy 5 satisfy this goal.

Goal Twelve: Transportation

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

Oregon Administrative Rules (OAR) 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule (TPR), provide guidance on compliance with Statewide Planning Goal Twelve. Transportation System Plans adopted pursuant to OAR Division 12 fulfill the requirements for public facilities planning required under Oregon Revised Statutes (ORS) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 11 as they relate to transportation facilities. Volume 4 of the Comprehensive Plan contains the City's adopted Transportation System Plan (effective June 6, 2003). OAR 660-012-0060 requires local governments to review Comprehensive Plan and land use regulation amendments with regard to the affect of the amendment on existing or planned transportation facilities. This section is is cited as follows:

"A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
(b) Change standards implementing a functional classification system; or
(c) As measured at the end of the planning period identified in the adopted transportation system plan:
    (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
    (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
    (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan."

The City of Beaverton adopted a Comprehensive Plan, which includes text and maps, in five volumes. The first volume includes a Chapter on transportation planning in the City. Hall and Allen Boulevards are designated on the Functional Classification Map (Figure 6.4) as arterials. All other streets in the project area are local streets. A Traffic Impact Analysis (Exhibit 3.6) was completed to demonstrate compliance with the TPR and to comply with Chapter Six of the Comprehensive Plan. The Traffic Impact Analysis conclusion is as follows:

"Based on the results of the analysis, the proposed CPA and ZMA for an R1 or R2 zoning designation will not adversely impact the operational or safety characteristics of the streets, driveways or intersections in the study area. Specific findings of this study are as follows:

- Compared to the baseline Scenario No 1 (full buildout of the existing R7, Urban Standard Density zoning district) the R1, Urban High Density zoning Scenario No 2 is anticipated to generate 707 additional trips on the surrounding roadway system on a typical weekday, including 56 during the AM peak hour and 63 during the PM peak hour.

- Compared to the baseline Scenario No 2, the R2, Urban Medium Density zoning Scenario No 3 is anticipated to generate 173 additional trips on the surrounding roadway system on a typical weekday, including 16 during the AM peak hour and 15 during the PM peak hour.
- Assuming intersection improvements proposed in the current Transportation Improvement Plan (TIP) to meet future background traffic needs, the future 2020 LOS at key intersections in the study area are estimated to be almost the same under all development scenarios."

(Baseline Scenario No. 2 is full buildout of to the R1 zoning district, Urban High Density designation)

Based on the findings in the Traffic Impact Analysis, staff finds that neither of the optional proposed land use designations will significantly affect a transportation facility. Thus, compliance with the TPR has been met.

Findings: Staff finds that the City has adopted a Transportation System Plan, Functional Classification Map, and has caused the preparation of a Traffic Impact Analysis demonstrating that neither of the proposed land use designations will significantly affect a transportation facility. Thus the requirements of the TPR and Goal Twelve have been met.

Goal Thirteen: Energy Conservation
To conserve energy.

The City of Beaverton adopted a Comprehensive Plan, which includes a Chapter that includes a discussion of energy resources in the City. Comprehensive Plan policy 7.5 addresses energy issues in the City. Staff addresses Policy 7.5 under Amendment Criterion 1.3.1.3 later in this report.

Findings: Staff finds that the City's Comprehensive Plan policies address Statewide Planning Goal Thirteen and the staff facts and findings found within Criterion 1.3.1.3 relating to compliance with Comprehensive Plan Policy 5 satisfy this goal.

Goal Fourteen: Urbanization
To provide for an orderly and efficient transition from rural to urban land use.

As noted in the Goal 10 discussion, within the Portland Metropolitan Area, Metro is responsible for compliance with Goal 14 as it relates to expansion of the regional urban growth boundary. The subject properties are within the urban growth boundary and the city limits since at least 1985. Thus, this goal is not applicable to this amendment.

Findings: Staff finds that the property in question has been in the City and the regional urban growth boundary since before 1985 and that Metro has jurisdictional authority over the regional urban growth boundary. Thus, this goal is not applicable to this amendment.

Goal Fifteen: Willamette River Greenway

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The City of Beaverton stream resources flow into the Tualatin River. The Tualatin River flows into the Willamette River. However, the Willamette River is at least 10 miles from the city's corporate limits. Thus, this goal is inapplicable to properties within the City of Beaverton.

***Findings:** Staff finds that the Willamette River is at least 10 miles from the city limits. Therefore, this goal is inapplicable to this proposed amendment.*

Goal Sixteen: Estuarine Resources

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands. To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

The City of Beaverton is a land locked jurisdiction over 80 miles from the Pacific Ocean. The City does not have any river resources, however, the city has many tributaries to the Tualatin River. The Tualatin River flows into the Willamette River, so it, too, does not harbor estuarine resources. Consequently, this goal is inapplicable to this proposal.

***Findings:** Staff finds that the City does not have estuarine resources in the vicinity of the city limits. The nearest estuarine resources may be as far as 80 miles away. Therefore, this goal is inapplicable to this proposed amendment.*

Goal Seventeen: Coastal Shorelands

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of adjacent coastal water; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

The City of Beaverton is over 80 miles from a coastal shoreland. Thus, this goal is inapplicable to this amendment.

***Findings:** Staff finds that the City is greater than 80 miles from the nearest coastal shoreland. Therefore, this goal is inapplicable to this proposed amendment.*

Goal Eighteen: Beaches and Dunes

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach dunes areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

The City of Beaverton is at least 80 miles from the nearest beach and dune area. Consequently, this goal is inapplicable to this proposal.

Findings: Staff finds that the City is greater than 80 miles from coast beaches and dunes. Therefore, this goal is inapplicable to this proposed amendment.

Goal Nineteen: Ocean Resources

To conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.....

The City of Beaverton is an inland city approximately 80 miles inland from the Pacific Coast. Therefore, Goal Nineteen is inapplicable to this application.

Findings: Staff finds that the City is approximately 80 miles inland. Therefore, this goal is inapplicable to this proposed amendment.

SUMMARY FINDING: Staff finds that the proposed Comprehensive Plan Amendment is consistent with the Statewide Planning Goals and the requirements of Criterion 1.3.1.1 are met.

1.3.1.2. The proposed amendment is consistent and compatible with Metro Regional Urban Growth Goals and Objectives and the Metro Regional Framework Plan.

The Regional Framework Plan includes the Regional Urban Growth Goals and Objective (RUGGO's) and the Urban Growth Management Functional Plan (Functional Plan). Since it is the Functional Plan that implements the Framework Plan, the City is only required to address the provisions in the Functional Plan. Section 3.07.830 of the Functional Plan requires that any Comprehensive Plan change must be consistent with the requirements of the Functional Plan.

The Metro 2040 Growth Concept Map assigns a Main Street design type to Hall Blvd. down to about Sabin. All of Hall Blvd is designated as a Corridor. Parcels not fronting on or near Hall are within an Inner Neighborhood design type. Metro Code requires local governments to further refine the 2040 Growth Concept Map as they apply the designations within their cities. The City of Beaverton updated its land use designations through Periodic Review, concluding in 2000 with the adoption of Ordinance 4187. Further refinements in Corridors and Main Streets are anticipated in the future.

Metro Urban Growth Management Functional Plan

Title 1: Requirements of Housing and Employment Accommodation
This title of the Functional Plan requires the City to ensure that its Comprehensive Plan and zoning regulations accommodate certain amounts of housing and employment potential for the horizon year 2017. The City has adopted many of the methods to increase housing capacity. Specifically, the Planning Commission approved three development code text amendments to 1) apply the 80% minimum density requirements, 2) adopt a small lot zoning district, and 3) adopt an accessory dwelling unit regulation as required by Metro Code section 3.07.120. In the Compliance Report, prepared to demonstrate compliance with the Urban Growth Management Functional Plan (Metro Code section 3.07), staff found that the City would substantially meet the target capacities for dwelling units following adoption of the minimum requirements. In 2002 Metro amended target capacities for dwelling units and jobs to match the capacity estimates previously provided to Metro by cities and counties in their compliance reports. Therefore, the City of Beaverton presently fully complies with its dwelling unit capacity targets.

The subject proposal requests a change in Land Use designation from NR-SD to NR-MD and/or NR-HD. This change will provide an opportunity for the subject area to accommodate a maximum of 79 to 194 additional dwelling units. Title 1 is further addressed with Section 4.2 of the Comprehensive Plan, below. Staff's findings for Section 4.2 steer staff to recommend an NR-MD designation and R-2 district for the entirety of the subject area.

Findings: Staff finds that the proposal is not likely to significantly impact or change the potential for employment in the area, and that the change in dwelling units will increase capacity moderately in the area. Therefore, staff finds that the requirements of this Title have been satisfied.

Title 2: Regional Parking Policy
As of December 9, 1999 Development Code amendments that brought the City into conformance with Title 2 became effective. Properties within the subject area are in Metro's Parking Zone A. This reflects that the subject area is within ¼ mile of a bus transit stop. In fact, there are 3 northbound and 3 southbound transit stops that have 20 minute or less peak hour service on Hall Boulevard between Sussex and Allen. Consequently future proposed development of the site will be required to comply with the City of Beaverton's parking standards, found in the Development Code and implementing parking maximums for development, which implements Title 2.

Findings: Staff finds that future development proposals will be required to comply with the City of Beaverton Parking Zone A requirements. Therefore, staff finds that the requirements of this Title have been satisfied.

Title 3: Water Quality and Flood Management Conservation
No portion of the subject area is designated as a Significant Natural Resource Area (SNRA). The site also does not contain any area within the 100-year floodplain. Future development of the site will require construction of a water quality facility and will be subject to review by Clean Water Services (CWS). Storm water run-off and water quality will be addressed in

future development review applications such as Design Review and through Site Development Permit approval.

Findings: Staff finds that the requirements of this Title have been satisfied or will be satisfied at the time of development.

Title 4: Industrial and Other Employment Areas
This CPA proposal is specific to residential use of land that would allow higher density residential and would not impact or change the potential for employment or industrial growth. The site is not designated as industrial or other employment areas.

Findings: Staff finds that the site is not designated as Industrial and Other Employment areas on the Metro 2040 Growth Concept map. Therefore, staff finds that the requirements of this Title are not applicable.

Title 5: Neighbor Cities and Rural Reserves
The subject area of this CPA proposal is located in the central portion of the City of Beaverton, thereby not abutting another city and not outside the Urban Growth Boundary.

Findings: Staff finds that the City the property is within the urban growth boundary. Therefore, staff finds that the requirements of this Title are not applicable to this proposed amendment

Title 6: Central City, Regional Centers, Town Centers and Station Communities
Title 6 predominantly focuses on local government strategies to improve implementation of Centers. The proposal is not within the Metro 2040 Design Type categories identified as "Centers".

Findings: Staff finds that the area in question is not within a designated "Center". Therefore, staff finds that the requirements of this Title are not applicable to this proposed amendment.

Title 7: Affordable Housing
The intent of Title 7 is to enact a "fair share" housing strategy for each jurisdiction which includes a diverse range of housing types, specific goals for low and moderate income housing, housing densities consistent with a regional transportation system, and a balance of jobs and housing. The CPA, if approved, will allow consideration of a Zoning Map Amendment from R-7 to R-2 and/or R-1. Future housing developed in the subject area may not be low cost housing. However, the ability to develop attached or condominium type housing at a higher density can result in lower costs for housing construction, maintenance and energy use as compared to detached housing, which can help reduce the overall cost of the housing for the consumer.

Findings: Staff finds that increasing the density within the project area may provide economies of scale that can result in lower cost housing. Therefore, staff finds that the requirements of this Title are met.

Title 8: Compliance Procedures
Section 3 of Title 8 requires that Comprehensive Plan Amendments or implementing ordinances shall be reviewed for compliance with requirements of the Urban Growth Management Functional Plan (Functional Plan). Within this staff report, Titles 1 through 12 of the Functional Plan are reviewed for compliance, as required by Title 8.

Findings: Staff finds that requirement of Title 8 are met through compliance with Amendment Criterion 1.3.1.2 in this section.

Title 9: Performance Measures
The performance measures in Title 9 establish a schedule for monitoring compliance of local plans by which future amendments to the Functional Plan will be considered. This CPA proposal does not affect scheduled compliance monitoring.

Findings: Staff finds that the proposal does not affect compliance monitoring. Thus, this Title is inapplicable to this proposed amendment

Title 10: Functional Plan Definitions
This Title defines the terms used in the Functional Plan.

Findings: Staff finds that the Functional Plan definitions do not need to be addressed as part of this proposed amendment

Title 11: Planning for New Urban Areas
Title 11 provides interim protection measures for lands annexed into the urban growth boundary, specifies the planning requirements prior to urbanization, and identifies Urban Reserve Plan requirements. As noted under the Goal 14 discussion, the property has been within the urban growth boundary since at least 1985.

Findings: Staff finds that the proposal is within the urban growth boundary, therefore, this Title is not applicable to this proposed amendment

Title 12: Protection of Residential Neighborhoods
This Title is to protect the existing residential neighborhoods from air and water pollution, noise and crime and to provide adequate levels of public services. This Title specifically states that Metro shall not require any city or county to authorize increase in the residential density of a single-family neighborhood in an area mapped solely as Inner or Outer Neighborhood. This area is not mapped solely as Inner Neighborhood. As noted earlier in this report, the area includes Corridor, Main Street and Inner Neighborhood on the Metro 2040 Growth Concept Map.

The Title further allows local governments to designate neighborhood commercial centers within Inner and Outer Neighborhoods to better serve the residences. Commercial uses are found at the intersection of Hall and Allen Boulevards just north of the proposal.

Finally, this Title requires that local governments review residential access to parks and schools. As noted previously, under the discussion of Goal 8 Recreation, Fir Grove Park is within one-quarter (0.25) miles of the proposed amendment. Vose Elementary School is within 0.50 miles, Whitford Middle School is within 2.00 miles and Beaverton High School is within 1.0 miles.

Findings: Staff finds that the intent of Title 12 has been met.

SUMMARY FINDING: Staff finds that Comprehensive Plan Policy 1.3.1.2 is satisfied based on the findings, above, which demonstrate that the proposed Comprehensive Plan Map Amendment is consistent and compatible with the Metro Urban Growth Management Functional Plan. Therefore, staff find the criterion is satisfied.

1.3.1.3 ***The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans.***

Facts and Findings:
The following Comprehensive Plan policies are addressed below: 2.6., 3.4., 3.13., 3.14., 4.2., 5.4., 5.5., 5.6., 5.7., 5.8., 6.2., 6.3., 7.5., 8.2. and 8.3.

2.6.2 ***Quasi-Judicial Amendments***
Quasi-Judicial Comprehensive Plan Amendments are amendments to the map that are limited to specific parcels, interests or situations. This type of amendment is typically coupled with a corresponding zone change.

The City is initiating a Comprehensive Plan Amendment coupled with a Zoning Map Amendment to change the designation and district for 23 specific parcels. This proposal, being limited to 23 specific parcels, meets the purpose of a Quasi-Judicial Amendment.

Findings: Staff finds that the proposal is a quasi-judicial proposal. Thus, this proposal is in compliance with policy 2.62.

3.4 Community Identity

3.4.1.j) Ensure public and private facilities, especially essential public facilities, are available and provided at the time of development to reduce initial and long-range costs to City businesses and residents.

This proposal does not include a specific development proposal for a property or group of properties in the subject area. This proposal requests an increase in density for the 23 parcel area. An increase in density may require additional public and private facilities given that the properties redevelop over time, which will be the subject of development review at the time of a specific proposal. Currently the area is served by public streets, transit, a public water system, sanitary sewer, and a storm water drainage system.

Findings: Staff finds that appropriate public facilities and services are available or can be made available to serve the area of proposed amendment, regardless of the density.

3.4.2.a) The City, through its Planning Commission and City Council, shall establish and apply appropriate land use designations to property within the city limits.

3.4.2.b) The City shall establish and maintain a Comprehensive Plan Land Use Map (Figure III.1) designating land uses throughout the city.

The affected parcels are currently designated Neighborhood Residential – Standard Density (NR-SD) on the Comprehensive Plan's Land Use Map. Given the historic development pattern of the surrounding area, the NR-SD designation was appropriately applied. However, given more recent patterns of development and land use surrounding the subject area, the surrounding Comprehensive Plan Map designations (NR-MD and NR-HD) and Zoning Map districts (R2 and R1), the proximity of the area to a transit corridor, and the increased need for housing in the Metro Portland region, it is fitting for the City to re-evaluate this area for a change in Comprehensive Plan Map designation and Zoning Map district to NR-MD and/or NR-HD and R-2 and/or R-1, respectively.

Findings: Staff finds that the proposal is consistent with Policies 3.4.2.a and b.

3.13 Residential Neighborhood Development

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.d) Apply Residential Neighborhood designations (Low Density, Standard Density, Medium Density and High Density) consistent with the Metro 2040 Growth Concept Map and the City's housing target implementing strategy.

3.13.1.e) Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.

MEDIUM DENSITY RESIDENTIAL DEVELOPMENT:

3.13.4.a) Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix

3.13.4.b) Medium Density Residential zoning is located generally in areas with good access to arterial streets, good transit service, commercial service, and public open space, or should be designed in a coordinated manner to provide such amenities in the immediate vicinity.

HIGH DENSITY RESIDENTIAL DEVELOPMENT:

3.13.5.a) Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix in areas with good access to arterial streets, transit service, commercial service, and public open space.

This proposal provides an opportunity for the City to allow multi-family redevelopment of the subject area over time, which will result in availability of a mix of housing types in the central part of the City.

The Metro 2040 Growth Concept Map identifies a Corridor along Hall Boulevard that extends covering both sides of the street. Beyond the Corridor, the Metro 2040 Growth concept maps identifies the area as Inner Neighborhood with the intersection of Allen Boulevard and Hall Boulevard designated as a Main Street.

Both Hall and Allen Boulevards serve the city as arterial streets with transit service at 20 minute headways with three (3) stops between Sussex and Allen Boulevard in both the north and south-bound directions. Tri-Met staff indicate that their Transit Improvement Program identifies bus route 76 (traveling along Hall Boulevard between the Beaverton Transit Center and the City of Tualatin) is planned for 15 minute service by September 2007 if funding remains stable.

A variety of commercial and community services are available in the area, primarily along Allen Boulevard. Open space is provided by public parks within the surrounding neighborhoods. Thus, either the Neighborhood Residential - Medium Density or Neighborhood Residential - High Density designations would be appropriate in this location.

Findings: Staff finds that the proposal is consistent with Policies 3.13.1.a, 3.13.1.b, 3.13.1.e., 1.13.4.a, 3.13.4.b,and 3.13.5.a.

3.14 Comprehensive Plan and Zoning District Matrix

The City's Comprehensive Plan provides the overall planning perspective for the City. Integrating state and regional mandates, the plan provides land use patterns that are further implemented through zoning. The following Matrix prescribes the relationship between the Comprehensive Plan land use designations and zoning districts. Compliance with the Comprehensive Plan is achieved through development application approval consistent with the regulations of the Development Code.

COMPREHENSIVE PLAN AND ZONING DISTRICT MATRIX	
Comprehensive Plan Designation	***Zoning District***
Neighborhood Residential	
Medium Density	*R-4, R-3.5, R-2*
High Density	*R-1*

This proposal requests a change from the Standard Density designation (R-7 zoning) to the Medium Density designation (R-2 zoning), High Density designation (R-1) zoning), or a combination of both designations.

Findings: Staff finds that the proposal is consistent with the Comprehensive Plan and Zoning District Matrix found in Policy 3.14.2

4.2 Goals and Policies

4.2.1.1.a) Increase residential capacity in the City to substantially comply with requirements of Title 1 of the Metro Urban Growth Management Functional Plan.

Metro Urban Growth Management Functional Plan *Title 1: Requirements for Housing and Employment Accommodation* *3.07.130 Design Type Boundaries Requirement* *&* *3.07.170 Design Type Density Requirements*
Main Streets--Neighborhoods will be served by main streets with retail and service developments served by transit. 39 persons per acre
Corridors--Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities. 25 persons per acre
Inner Neighborhoods--Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes are inner neighborhoods. *14 persons per acre.*

Section 3.07.170A of the Functional Plan states that the persons per acre numbers are recommended "...average densities for housing and employment ..", indicating that higher or lower densities may be appropriate for a design type, depending on location.

The City's Comprehensive Plan Land Use Map designations and Zoning Map districts regulate development based upon a dwelling per acre standard. In order to evaluate the zones on a per person basis, the City uses the latest standards provided by PSU's Center for Population Research and Census. The current PSU standard is 2.67 persons per single-family dwelling and 1.91 persons per multi-family dwelling. On a per acre basis, the densities outlined in the table below would apply to the existing Land Use designations along the Hall Boulevard Metro Corridor designation area:

Land Use Designation & Zoning District Person per Acre Analysis			
Land Use	Zoning	# of Dwelling Units Per Acre	# of Persons Per Acre
NR-SD	R-7	6.22	16.61
	R-5	8.71	23.26
NR-MD	R-4	10.89	20.80 / 29.08 *
	R-3.5	12.45	23.78 / 33.24*
	R-2	21.78	41.60 / 58.15*
Corridor	C-MU	6.22 – 43.56	16.61 – 83.20**
	R-4	10.89	20.80 / 29.08 *
	R-3.5	12.45	23.78 / 33.24*
	R-2	21.78	41.60 / 58.15*
	R-1	43.56	83.20
Regional Center	RC-E	n/a	n/a
	RC-OT	n/a	n/a
	RC-TO	20.00 – 60.00	38.20 – 114.60

** Multi-Family product development / Single-family product development*

***C-MU includes all potential residential densities*

Of the Zoning Districts that have the potential to be implemented along Hall Boulevard, two (2), R-7 and R-5, do not have the potential to result in development that satisfies the Metro Title 1 Design Type Density recommendations for the Metro Corridor designation. Three (3) Zoning districts, R-4, R-3.5 and C-MU, have the potential to meet the density recommendations dependent upon the type of development. And three (3), R-2, R-1 and RC-TO, satisfy or exceed the recommendations. Given the range of Zoning District options available along the Hall Boulevard Metro Corridor designation, the existing City Land Use designations have the capacity to achieve the 25 person per acre target for the entire corridor length if properties along Hall Boulevard are re-zoned over time.

For the subject area of 5.24 acres (228,254.4 square feet), the densities outlined in the table below would apply:

Redeveloped as one large project over the entire proposal area:				
Land Use	Zoning	# of Dwelling Units	# of Persons	# of Persons Per Acre
NR-SD	R-7	26.09 – 32.61	70-87	13-16
NR-MD	R-2	91.30 – 114.13	174-218	33-41
NR-HD	R-1	182.60 – 228.25	349-436	66-83

Redeveloped as one project per existing parcel:				
Land Use	Zoning	# of Dwelling Units	# of Persons	# of Persons Per Acre
NR-SD	R-7	24-25	64-67	12
NR-MD	R-2	82-104	157-199	29-37
NR-HD	R-1	171-219	327-418	62-79

Much of the subject area is within the Metro Main Street or Corridor design types, with respective target densities of 39 and 25 persons per acre. Both the NR-MD and the NR-HD exceed the Corridor design type persons per acre target. The NR-HD exceeds the Main Street density target, and the NR-MD maximum is slightly less. At a range of 29 to 41 persons per acre, the NR-MD designation with R-2 zoning more closely meets the targets of the Corridor designation.
Staff finds that implementation of the NR-MD Land Use designation and the R-2 Zoning district for the entire subject area will satisfy Title 1 of the Metro Urban Growth Management Functional Plan.

4.2.2.1.a) Allow development of a wide variety of housing types in the City.

The housing varieties available within the NR-MD and NR-HD designations and the R-2 and R-1 Zoning district include single-family detached, single-family attached and multi-family development types. Typical R-2 development within the city consists of townhome type development; yet, abutting the subject area to the south is a Habitat for Humanity project that, while zoned R-1, reflects an R-2 density and was developed with single-family detached dwellings. Typical R-1 development leans more toward apartment type development. However, the type of development proposed for either Zoning district is usually in response to site conditions, surrounding development patterns and Development Code design requirements. Either of the proposed designations and districts have the ability to provide a variety of housing types.

4.2.2.1.b) Maintain the quality and safety of existing Beaverton housing stock.

From a street survey, most of the existing housing stock within the subject area appears to maintain quality and safety. By changing the Land Use designation and the Zoning district of these properties market forces will provide owners with an option to re-develop their property as their homes age and may need to be replaced. Redevelopment of properties in this area will refresh the housing stock and result in infrastructure improvements such as sidewalks, curbs, gutters and stormwater facilities that will increase the quality of life for the residents.

Findings: Staff finds that the proposal is consistent with Policies 4.1.1.1.a, 4.2.2.4.a, and 4.2.2.1.b.

5.4. Storm Water and Drainage

5.4.1.b) On-site detention will be used as a storm water management tool to mitigate the impacts of increased storm water run-off associated with new land development.

5.4.1.c) All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.

Currently the subject area is served by the City's storm water drainage system pipes within Hall Boulevard, 124th Avenue - north of the mid point of Tax Lot 3000, 123rd Avenue - north of Bruce Lane, and the western half of Sabin Street. These pipe locations provide the subject properties with opportunities to connect to and improve the current stormwater system. Jim Duggan, of the City's Site Development Division, provided the following information:

> *The downstream system is very prone to flooding. However, the proposed increase in density alone wouldn't figure into any comprehensive changes needed to the existing system. Development as it occurs would be required to mitigate impacts regardless of whether it is a single floor building or a multi-floor building type.*

Therefore, at the time properties within the subject area redevelop, each proposed development will be required to construct the appropriate stormwater facility, pay a fee-in-lieu and/or pay System Development Charges (SDC's).

Findings: Staff finds that the proposal is consistent with the Comprehensive Plan Policies 5.4.1.b and 5.4.1.c.

5.5. Potable Water

5.5.1.a) All new land development (residential subdivisions, multiple family dwelling development, and industrial and commercial developments) shall be connected to a public water system.

5.5.1.b) All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.

Currently the subject area is served by the City's water system pipes within Hall Boulevard (12"), 124th Avenue (6"), 123rd Avenue (8"), most of Sabin Street (2") and Bruce Street (10"). These pipe locations provide the subject properties with opportunities to connect to and improve the current water system. Jim Duggan, of the City's Site Development Division, provided the following information:

> *This is probably the one utility for which major upgrades will be required. The existing system east of Hall Boulevard is currently undersized and additional network connections are needed for the present uses; additional density will only compound that problem. The water line in 124th Avenue will definitely need to be increased in size with new connections to the existing network (toward Lombard and west to Hall).*

At the time properties within the subject area redevelop, each proposed development will be required to construct the appropriate connections and improvements to the existing water system and/or pay a fee-in-lieu..

Findings: Staff finds that the proposal is consistent with the Comprehensive Plan Policies 5.5.1.a and b.

5.6. Sanitary Sewer

5.6.1.a) All new land development (residential subdivisions, and multiple family dwelling, industrial, and commercial developments) shall be connected to the City sewer system.

5.6.1.b) When sewer service is extended into an area that contains existing development, all existing habitable buildings shall be connected to the new sewer if they are within 100 feet of the sewer line and if gravity lateral sewer lines can serve them.

Currently the subject area is served by the City's sanitary sewer system pipes within Hall Boulevard (8"), 124th Avenue - north of and south of Sabin Street (6" to 8"), 123rd Avenue - Bruce Lane to Metz Street (8"), the western half of Sabin Street (6"), Bruce Lane (8"), Metz Street - Hall Boulevard to 123rd Avenue (6" to 8") and along the northern property lines of Tax lots 2203 and 2204 (8"). These pipe locations provide the subject properties with opportunities to connect to and improve the current sanitary sewer system. Jim Duggan, of the City's Site Development Division, provided the following information:

More study is needed on the exact impacts. However, there may be some capacity issues downhill.

At the time properties within the subject area redevelop, each proposed development will be required to construct the appropriate connections and improvements to the existing sanitary sewer system and/or pay a fee-in-lieu of construction.

Findings: Staff finds that the proposal is consistent with the Comprehensive Plan Policies 5.6.1.a and b.

5.7. Schools

5.7.1.d) The City shall notify the School District when considering Comprehensive Plan or land use regulation amendments that may significantly impact school capacity.

This application does not propose development of the subject parcels. However, as a result of an approval of one of the proposed options, an opportunity would be provided for future development of the subject parcels to higher densities. The Beaverton School District provided an analysis of the expected projected student impact of the proposed options. The Service Provider Statement indicates that in comparison to the number of students generated by development in the area under the NR-SD designation, development under the NR-MD designation would generate 9 additional students at all grade levels, while development under the NR-HD designation would generate 11 additional students at all grade levels. Discussion with Jan Youngquist, Facilities Planning Manager, and Assistant Superintendent Bud Moore of the School District resulted in a finding that while negative, the impact is not "significant" and the School District is not asking the City to deny either of the optional proposed amendments. The schools most likely to be impacted by an increase in population within the subject area are Vose Elementary, Whitford Middle and Beaverton High.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 5.7.1.d.

5.8. Parks and Recreation

5.8.1.b) The City shall encourage THPRD to provide parks and recreation facilities throughout the City in locations that are easily accessible to those they are intended to serve.

Currently there are no parks within a one-quarter (0.25) mile radius of the subject area. Fir Grove, just over 0.25 miles away, is the nearest park to the subject area at the northwest corner of the intersection of 130th Avenue and 22nd Street; it is owned and operated by THPRD.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 5.8.1.

6.2 Transportation Goals and Policies

6.2.2.d) Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

6.2.3.b) Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

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. Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a Transportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98. If the Adopted Comprehensive Plan forecasts a two-hour peak demand-to-capacity ratio greater than 0.98 for a facility, then the proposed amendment shall not degrade performance beyond the forecasted ratio. (Ordinance 4301)

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.

Specific findings related to the Transportation Planning Rule (OAR660-012-0060) and Statewide Planning Goal 12 can be found in Section C, under Criterion 1.3.1.1. A traffic analysis prepared by CTS Engineers July 5, 2005, as required by Development Code Section 60.55.10.7, has been submitted to address the potential impacts created by the proposed zoning map amendment for the subject area for AM and PM peak hours on SW Hall Boulevard, SW 124th Avenue, SW 123rd Avenue, SW Lombard, SW Allen Boulevard, SW Sabin Street, SW Bruce Lane, SW Metz Street and SW Denney Road. The analysis concluded that the traffic impact of the proposed amendment is *negligible compared to the potential development under the existing R7 Zoning* as *all key intersections in the study area will maintain the level of service which would have*

occurred if the CPA and ZMA had not been implemented and no mitigation was required. City transportation staff have reviewed the submitted Traffic Analysis and concur with its findings.

Findings: Staff finds that the Traffic Analysis meets the requirements of Development Code Section 60.55.10, that staff is in agreement with its conclusions and findings, and that the proposal is consistent with the Comprehensive Plan Policies 6.2.2.d, 6.2.3.b, 6.2.3.g, and 6.2.4.c.

6.2.4.d) Plan land uses to increase opportunities for multi-purpose trips (trip chaining).

The proposed R-2 and/or R-1 zoning allows for future redevelopment of the subject area to higher density housing; however, there are few other ways in which allowed uses of the subject area will change from the existing R-7 zone. Exhibit 3.3 is a Use Comparison Table for the R-7, R-2 and R-1 zoning districts.

The development pattern of the surrounding area includes several service uses as well as the ability for residents to choose bus transportation and multiple routes that provide for 20 minute headways. As noted earlier, TriMet plans an upgrade to one of the routes along Hall Boulevard that may provide 15 minute headways by September 2007. These provisions will provide additional residents the opportunity to support multi-purpose trips within the immediate area whether by motor-vehicle, bus or pedestrian means.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policy 6.2.4.d.

6.2.4.e) Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project's identified impacts.

This application proposes a change of Land-Use designation and Zoning district for the subject area. Specific improvements to the transportation system, such as sidewalks and street trees, will be evaluated at a time in the future when development proposals are presented to the City for review and approval.

In addition, the traffic analysis provided with this application found that the surrounding street system could, with no mitigation, adequately accommodate motor vehicle traffic associated with the proposed change of land use designation and zoning district.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policy 6.2.4.e.

6.2.4.g) Encourage TriMet to implement transit improvements concurrent with roadway improvements, to improve access and frequency of service, and to increase ridership potential and service area. Encourage development of regional high capacity transit, including light rail transit and commuter rail.

This application proposes a change of land designation and zoning district for the subject area. Specific improvements to the transportation system, such as transit, will be evaluated at a time

in the future when development proposals are presented to the City for review and approval. However, as noted previously, TriMet is anticipating an increase in transit service on route 76 along Hall Boulevard to provide 15 minutes headways in 2007.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policy 6.2.4.g.

6.2.5.a) Construct transportation facilities, including access to and within bus stop waiting areas, to meet the requirements of the Americans with Disabilities Act.

6.2.5.b) Support TriMet, other transit service providers, and employers' and social service agencies' efforts that respond to the transit and transportation needs of elderly, economically disadvantaged, and disabled persons.

This application proposes a change of land designation and zoning district for the subject area. Specific improvements to the transportation system, such as meeting the requirements of the Americans with Disabilities Act and the needs of elderly, economically disadvantaged, and disabled persons, will be evaluated at a time in the future when development proposals are presented to the City for review and approval. However, given that the sidewalk system is currently disconnected, serving the lots along Hall Boulevard, around the corners of the Hall intersections with Sabin Street and Metz Street, along 124th Avenue north of Sabin Street and along the frontage of Tax Lot 3405 on 123rd Avenue, it is the intent that upon redevelopment facilities, like sidewalks, will be improved. Improvements to the sidewalk system will allow people with issues, like those described above, to move more freely within the subject area.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 6.2.5a and b.

6.2..7.d) Use the System Development Charge, Traffic Impact Fees, and development exactions as elements of an overall program to pay for adding capacity to the collector and arterial street system and for making safety improvements related to development impacts.

6.2..7.e) Establish rights-of-way through development review and, where appropriate, officially secure them by dedication or reservation of property.

This application proposes a change of land designation and zoning district for the subject area. Specific improvements to the transportation system will be evaluated at a time in the future when development proposals are presented to the City for review and approval. Review and evaluation any development application in this area filed subsequent to a proposed amendment will include applying appropriate System Development Charges, Traffic Impact Fees, development exactions and appropriate right-of-way.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 6.2.7a and b.

7. Natural, Cultural, Historic, Scenic, Energy & Groundwater Resources Element

7.5. ***Energy***

7.5.a) Assist in the conservation of energy by promoting more efficient transportation modes and land use patterns.

7.5.b) Encourage higher density development where appropriate.

The proposed land use designations and zoning districts allow for development of higher density housing in the future over what is allowed today in the proposal area. The overall change in maximum density development, based on 25 dwelling units for the R-7 zone, would equate to an additional 79 units with R-2 implementation and an additional 194 units with R-1 implementation. Given the availability of transit facilities along or near the subject area and the provision of services along Allen Boulevard, the potential for energy conservation with redevelopment of the area to higher densities exists. Therefore, implementation of R-2 and/or R-1 densities is appropriate for the proposal area.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 7.5.a and b.

8. Environmental Quality and Safety Element

8.2. Water Quality

8.2.1.e) Protect investments in the City by managing stormwater runoff.

With redevelopment, the City and developers devise ways to deal with stormwater runoff appropriately. Implementation of a more dense designation and zone will provide a catalyst for redevelopment of the subject area so that stormwater issue can be addressed.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policy 8.2.1.e.

8.3. Air Quality

8.3.1.b) Comply with the EPA, DEQ, and Metro approved plans to achieve federal, state, and regional air quality standards through the adopted regional control strategies.

8.3.1.c) Consider and work to mitigate air quality impacts in the development review process.

With redevelopment and infill inside the Urban Growth Boundary (UGB) to higher densities, it is assumed that trip generation of motor vehicles will be reduced, thereby reducing the amount of vehicle emissions present in the environment on a per capita basis. Other mitigation effort, such as appropriate landscaping for reducing the heating and cooling needs of buildings, may be reviewed through the development review process.

Findings: Staff finds that the proposal is consistent with Comprehensive Plan Policies 8.3.1.a and b.

Summary Finding: Staff finds that the proposed Comprehensive Plan Land Use Map change to Neighborhood Residential – Medium Density or Neighborhood Residential – High Density

designation is consistent and compatible with the Comprehensive Plan. Thus, the requirements of Criterion 1.3.1.3 are met.

1.3.1.4 ***Potential effects of the proposed amendment have been evaluated and will not be detrimental to quality of life, including the economy, environment, public health, safety or welfare.***

Facts and Findings:
The subject area is currently developed with single-family detached dwellings surrounded by an arterial street (Hall Boulevard), apartments, a mobile home court, townhomes and other single-family detached dwellings. The surrounding Comprehensive Plan Map designations are NR-SD (across Hall Boulevard and to the very east of the subject area), NR-MD and NR-HD. The proposal will allow for redevelopment of the subject properties in context with the surrounding uses and densities. Redevelopment of the area over time will have a negligible to positive effect on the economy, improve the environment through opportunities to enhance treatment of stormwater runoff and treatment facilities, and allow for greater mobility of the population due to right-of-way improvements. All of the listed improvements, as well as others addressed throughout this document, will improve quality of life and not be a detriment for residents of the City.

FINDING: Staff finds that the potential effects of the proposed amendment will not be detrimental to quality of life, including the economy, environment, public health, safety or welfare. Criterion 1.3.1.4 is met for the Comprehensive Plan Land Use Map amendment as proposed in this staff report.

1.3.1.5 ***The benefits of the proposed amendment will offset potential adverse impacts on surrounding areas, public facilities and services.***

Facts and Findings:
The apparent potential adverse impacts associated with the proposal are an increased in motor-vehicle traffic and people and the potential need for an increase in the number and size of public facilities and services. The traffic analysis provided by CTS concludes that the motor-vehicle impacts are minimal over the forecasted years. This area is already well served with motor-vehicle and pedestrian access to two (2) arterial streets (Hall Boulevard and Allen Boulevard) with multiple businesses and services including three (3) Tri-Met bus routes (76, 78 and 88) that provide residents with transportation options to downtown Beaverton, Washington Square and across the city. The initial cost of improving public facilities and services will primarily be born by developers who choose to redevelop the subject parcels to higher densities. The benefits of having improved public facilities overtime will offset potential adverse impacts.

FINDING: Staff finds the benefits of the proposed Land Use Map amendment will offset potential adverse impacts on surrounding areas, public facilities and services. Criterion 1.3.1.5 is met for the proposed Comprehensive Plan Land Use Map amendment.

1.3.1.6 ***There is a demonstrated public need, which will be satisfied by the amendment as compared with other properties with the same designation as the proposed amendment.***

Facts and Findings:
Currently, the housing market in the Portland Metro area is not keeping up with the demand for housing. As our land options become more constrained, lower density areas will need to turn over to higher density uses in order to keep the UGB from expanding into high quality farming areas. These 23 properties are surrounded by an arterial street and medium to high density zoned properties. The above factors and other factors discussed in this document demonstrate that the subject area can absorb more dwelling units with relatively low impact to adjacent lower density areas.

FINDING: Comprehensive Plan Policy 1.3.1.6 is satisfied based on the findings, above, which demonstrate that limited opportunities exist to provide zoning for higher density zoning in the City of Beaverton. Thus, there is a public need to accommodate housing density, both for affordability and for meeting regional expectations for housing accommodation, on this property.

SUMMARY FINDING: **Staff finds that Comprehensive Plan Criteria 1.3.1.1 through 1.3.1.6 are satisfied based on the findings, above.**

SECTION C: ZONING MAP AMENDMENT FINDINGS

Section 40.97.15.1.C. Approval Criteria:

In order to approve a Zoning Map Amendment 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 Quasi-Judicial Zoning Map Amendment application.***

Facts and Findings:

The City is initiating a zoning map amendment to change the zoning designation for 23 specific properties. A quasi-judicial action is defined in Chapter 90 of the Development Code as "An action which involves the application of adopted policy to a specific development application, or a land use decision that applies to a small number of individuals or properties." This proposal, consisting of 23 properties, meets the definition of a small number of properties.

Findings: Staff finds that requirements of 40.97.15.1.C.1 are met.

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

Facts and Findings:

The application is a City initiated Zoning Map Amendment. Therefore there are no fees required with this application.

Findings: Staff finds that requirements of 40.97.15.1.C.2 are met.

3. ***The proposal conforms with applicable policies of the City's Comprehensive Plan.***

Facts and Findings:

The following Comprehensive Plan policies are addressed in the Section C, under Criterion 1.3.1.3 of this staff report for the associated Comprehensive Plan Map Amendment (CPA2005-0004): 1.3., 2.6., 3.4., 3.13., 3.14., 4.2., 5.4., 5.5., 5.6., 5.7., 5.8., 6.2., 6.3., 7.5., 8.2. and 8.3. The findings within the CPA section of this staff report under Criterion 1.3.1.3 demonstrate that the proposed amendments, to change the NR-SD designation and R-7 zone to the NR-MD designation and R-2 zone and/or the NR-HD designation and R-1 zone, satisfies the applicable policies of the Comprehensive Plan.

Findings: Staff finds that requirements of 40.97.15.1.C.3 are met through compliance with Criterion 1.3.1.1 of Section C of this staff report.

4. ***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 application is a City-initiated Comprehensive Plan Map Amendment and Zoning Map Amendment. No other applications are being reviewed at this time for the subject area. The required documents and application related to this request are submitted as required. All documentation and applications have been submitted to the City of Beaverton in the proper sequence.

Findings: Staff finds that requirements of 40.97.15.1.C.4 are met.

5. ***In addition to the criteria stated in Section 40.97.15.1.C.1 through 4, above, the following criteria shall apply to Quasi-Judicial Zoning Map Amendment which would change the zone designation to the Convenience Service (C-V) zoning district.***
   a. ***There is a public need for the proposal and that this need will be served by changing the zoning district classification of the property in question as compared with other available property.***
   b. ***The public interest is best carried out by approving the proposal at this time.***

Facts and Findings:
The proposal requests approval to change the zoning district of the subject area from R-7 to R-2 and/or R-1. The CV zoning district is not proposed.

Findings: Staff finds that requirements of 40.97.15.1.C.5 are not applicable to this proposed amendment.

6. ***The proposal shall include a Traffic Impact Analysis that meets the requirements of 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development. [ORD 4302; May 2004]***

Facts and Findings:
As described in the facts and findings of the Goal 12 discussion under Comprehensive Plan Amendment Criterion 1.3.1.1 and Comprehensive Plan Policy 6.2.4.C discussion under Criterion 1.3.1.3, staff finds that the Traffic Analysis, provided by CTS Engineers, meets the requirements of Development Code Section 60.55.10. The Traffic Analysis indicates that the proposed CPA and ZMA would have minimal impact on the major intersections in the influence area surrounding the site and would maintain acceptable levels of service consistent with Metro's Regional Transportation Plan and the Transportation Planning Rule. The proposed amendment will not degrade performance beyond the forecasted ratio. Staff is in agreement with the conclusions and findings of the Traffic Analysis.

Findings: Staff finds that requirements of 40.97.15.1.C.6 are met.

7. ***As an alternative to 40.97.15.1.C.6, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.***

Facts and Findings:
As shown in the findings above, Criterion 40.97.15.1.C.6 is met.

Findings: Staff finds that requirements of 40.97.15.1.C.6 are not applicable to this proposed amendment.

SUMMARY FINDING: **Staff finds that the Criteria for this Zoning Map Amendment have been satisfied based on the findings, above**

SECTION D: PROCESS

Submission Requirements: An application for a Quasi-Judicial Comprehensive Plan Land Use Map and Zoning Map Amendment shall be made by the submittal of an application. The City as applicant

Public Hearing: Quasi-Judicial Land Use Map amendments follow the procedures in the Comprehensive Plan and related Zoning Map amendments follow the procedures in the City Charter and the Development Code. Land Use Map and Zoning Map amendments are required to have a public hearing before the Planning Commission. The Zoning Map amendment will be processed as a Type 3 application. A public hearing has been scheduled before the Planning Commission on August 24, 2005 for the proposed amendments.

Public Notice: Section 43 of the City Charter, Section 1.3.4.2 of the Comprehensive Plan and Section 50.45.2 of the Development Code prescribe the notice to be provided for a public hearing on these types of applications.

Notice as described below for hearings on annexation related CPA's must be provided not less than twenty (20) calendar days prior to the City Planning Commission hearing and rezones must provided notice not less than seven (7) days prior to the hearing with the exception of the property owner who must, as required by the City Charter, be sent notice by certified mail at least thirty (30) calendar days prior to the hearing.

1. Legal notice was published in the Beaverton Valley Times on July 21, 2005.
2. Notice was posted at the Post Office, Beaverton Library and City Hall on or before July 25, 2005.
3. Notice was mailed to the Vose and Highland Neighborhood Association Committees, persons within 500 feet of the subject area, and interested parties July 25, 2005.
4. Notice was mailed to the property owner by certified mail on or before July 25, 2005.

Notice was also mailed to the State's Department of Land Conservation and Development, Metro, the City's Neighborhood Office, and Beaverton CCI on June 24 2005, 45 days in advance of the initial hearing as required by the Metro Code and Section 660-018-0020 of the Oregon Administrative Rules.

The Planning Commission has not directed staff to provide additional notice for this amendment beyond the notices described above. The notice requirements for this CPA/ZMA will be met.

Decision: Following a Planning Commission action, a Planning Commission order will be prepared and mailed to the property owner and any person submitting written comments prior to or at the hearing or testifying before the Planning Commission during the hearing.

Appeals: Appeals of the Commission decision regarding CPA's and rezones are made to the City Council. The procedure for filing such an appeal and the manner of the hearing is governed by Section 1.3.6 of the Comprehensive Plan for the CPA and Section 50.70 of the Development

Code for the ZMA. The appeal request must be made in writing and delivered to the City within 10 calendar days of the land use order date. In addition, there is a non-refundable $1276.00 fee, which must accompany the request for hearing.

120-Day Rule: This rezone request is quasi-judicial. The applicant (City of Beaverton) has waived the 120-day rule (Oregon Revised Statutes Chapter 227 Section 178). The CPA is not subject to the 120-day rule.

FINDING: Applicable procedural requirements have been met for these proposed Land Use Map and Zoning Map amendments.

Based on the findings in this report, staff concludes amending the Land Use Map to show Neighborhood Residential - Medium Density, and the Zoning Map to show R-2, is appropriate for all lots included in the proposal.

SECTION E: FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATION REPORT

MEETING DATE: August 3, 2005

PROJECT NAME/FILE #: ZMA2005-0005 (HALL / SABIN / 124TH ZMA)

APPLICATION TYPE: **TYPE 3**

PROJECT DESCRIPTION: The City requests approval of a Zoning Map Amendment (ZMA) from Urban Standard Density (R-7 to Urban Medium Density (r-2) and/or Urban High Density (R-1) for 23 specific parcels totaling 5.24 acres in size.

STAFF PLANNER: **Leigh M. Crabtree**

FACILITIES REVIEW COMMITTEE: Staff Planner; Jim Duggan, Site Development Engineer; Don Gustafson, Transportation Planner; Paul Waddell, Police Dept.; Mark Boguslawski, Water Division; Steve Brennan, Operations Dept.; Jim Everitt, Tualatin Valley Fire & Rescue District

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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.
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.
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.
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.
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;

6. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.
7. The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.
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;
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.
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.
11. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

Findings:

The request is for a Zoning Map Amendment to change the existing zoning designation of a subject area. There is no specific development plan at this time. The Committee's review of technical matters, such as critical and essential facilities, vehicular and pedestrian circulation, access, and grading are addressed during the review of a specific development. As the application does not evaluate specific development of the area, the Committee does not have conditions of approval for recommendation to the Planning Commission, applicable to this Zoning Map Amendment.

SECTION B

RECOMMENDATION OF THE FACILITIES REVIEW COMMITTEE:

No conditions of approval are recommended by the Committee.

EXHIBIT 2.1

CITY of BEAVERTON

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

PROJECT NAME: Hall / Salvin / 124th CPA + ZMA
FILE NUMBER: CPA 2005-0004 / ZMA 2005-0005
POST ON SITE NO LATER THAN: July 25, 2005

AFFIDAVIT OF POSTING NOTICE

* *

I, Leigh M Crabtree, being first duly sworn; say that I am (represent) the party submitting an application to the City of Beaverton for a proposed Comprehensive Plan Amendment + Zoning Map Amendment affecting land located at Assessor's Map 1S1 22BB, 23 tax lots (see attached map) and that pursuant to Ordinance 2050, Section 50.40.5 (Type 2 Applications) or Section 50.45.6-8 (Type 3 Applications), and the guidelines set out by the Community Development Director, did on the 25TH day of July, 2005, personally post public notice(s). The notice(s) was (were) posted on or before the deadline date determined by City staff for this application.

Sign and Date in the presence of a Notary Public. Certain City staff are Notary Publics and are available for witnessing.

Signature: Leigh M Crabtree

Dated this 25th day of July, 2005.

Subscribed and sworn to before me this 25 *day of* July, 2005.

Bonnie J Webb
Notary Public for the State of Oregon

My Commission expires: Oct 7 2008

OFFICIAL SEAL
BONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

TURN PAGE OVER FOR POSTING INSTRUCTIONS

EXHIBIT

INSTRUCTIONS FOR POSTING NOTICES

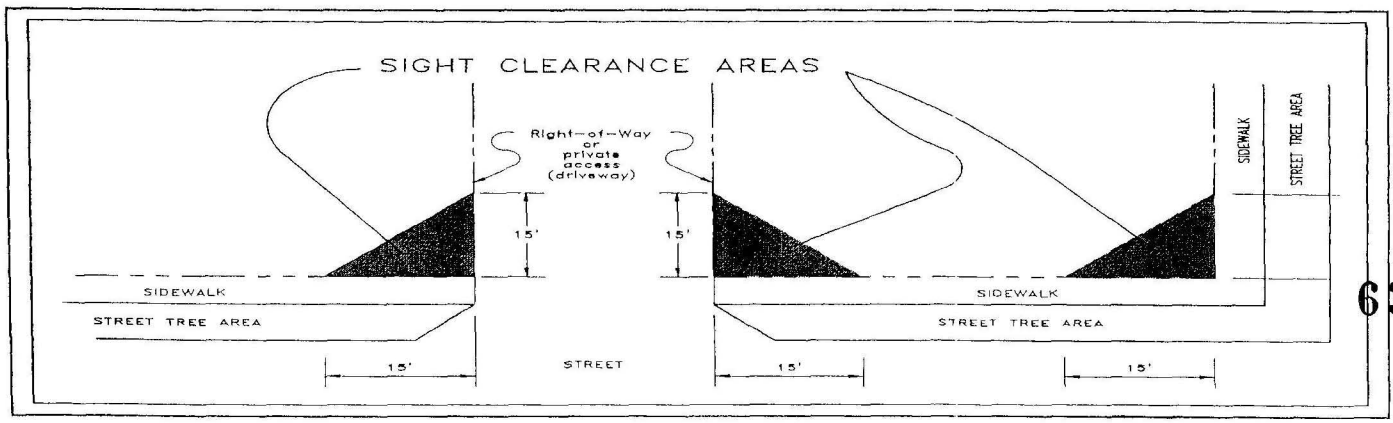
Notice for Type 2 Application: Pursuant to Section 50.40.5 of the Development Code, not more than ten (10) calendar days after the application has been determined to be or deemed complete, the applicant shall post on the site at least one (1) notice signboard provided by the Director for that purpose. The signboard shall be posted in a conspicuous place visible to the public on or in the vicinity of the property subject to the application. The signboard shall state with minimum two (2)-inch high letters the case file number and the telephone number where City staff can be contacted for more information.

Notice for Type 3 Application, except Street Vacation and Demolition of Historic Building or Structure: Pursuant to Section 50.45.8 of the Development Code not less than twenty (20) calendar days before the decision making authority's hearing, the applicant shall post at least one (1) signboard provided by the Director for that purpose. The signboard shall be posted in a conspicuous place visible to the public on or in the vicinity of the property subject to the application. The signboard shall state with minimum two (2)-inch high letters the case number; the telephone number where City staff can be contacted for more information.

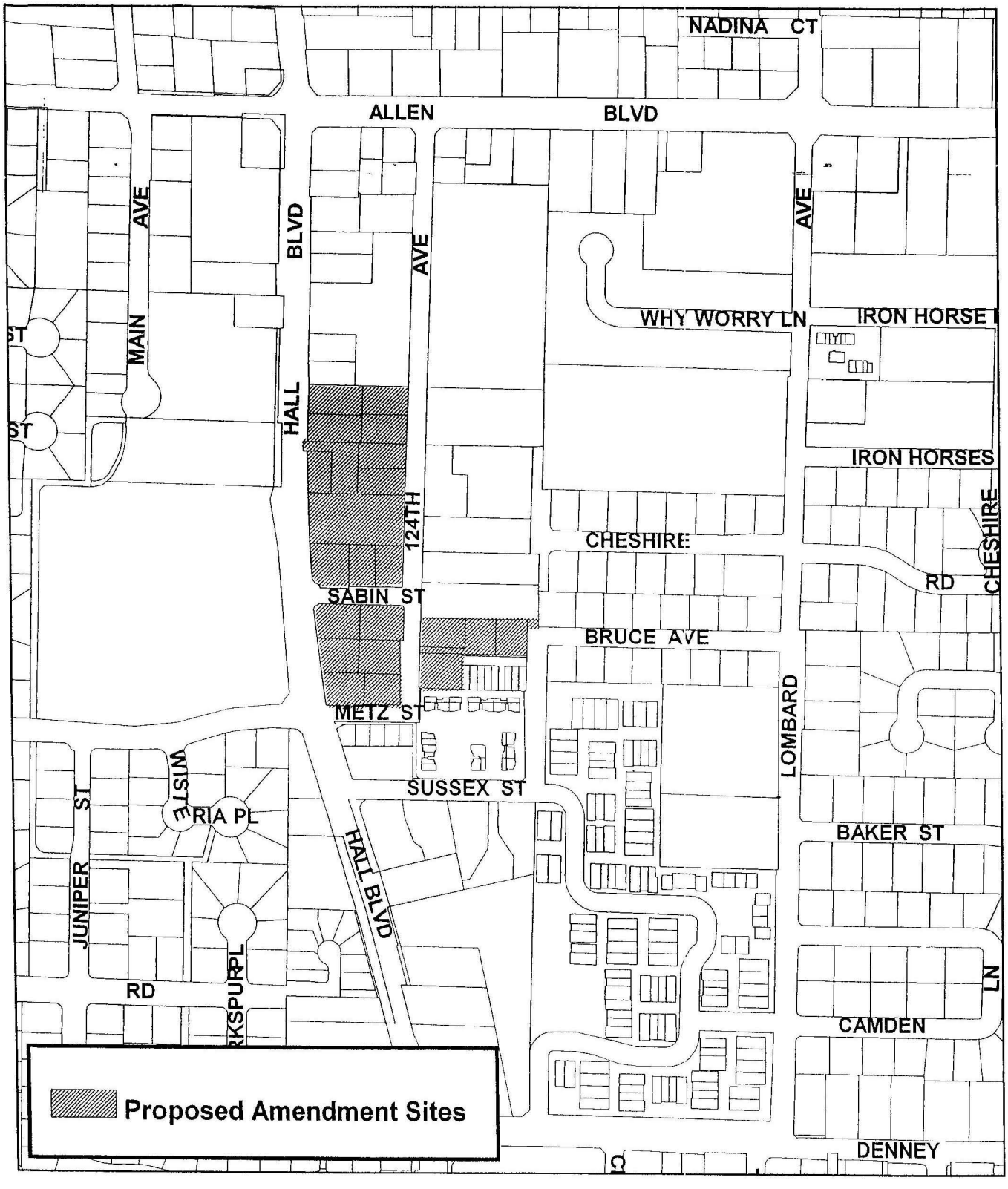
Notice for Type 3 Street Vacation Application: Pursuant to Section 50.45.6.C of the Development Code, at least fifteen (15) calendar days before the hearing for the street vacation, the applicant shall post a signboard, provided by the City at cost, at each terminus of the proposed street vacation. The sign shall contain the legend with minimum two inch (2") high letters "NOTICE OF STREET VACATION", the case number, the telephone number where City staff can be contacted for more information, and a statement that includes the date, time and place of the hearing of the City Council before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least fifteen (15) days.

Notice for Type 3 Application for Demolition of Historic Building or Structure: Pursuant to Section 50.45.7.B of the Development Code, the applicant shall post a sign on the property for a continuous period of at least thirty (30) calendar days prior to the hearing. The sign shall be provided by the City and be posted in a prominent and conspicuous place within ten feet of a public street abutting the premises on which the building is located, and shall contain the legend "THIS HISTORIC BUILDING TO BE DEMOLISHED", together with a statement that includes the date, time and place of the hearing of the decision making authority before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least thirty (30) days.

The notice should be located in a place clearly visible on the subject property. If no public road abuts thereon, the posting shall face in such a manner as may be most readily seen by the public. If the subject property is a corner lot, each street or road shall be posted. People should not have to enter the property to read the sign. The notice shall be erected at a height between four and eight feet. It should not be obstructed by any trees, shrubs, weeds, etc. It shall be supported and erected on the site so as to be firmly upright and readable for the duration of the posting period. The notice shall be freestanding and not attached to any building, fence, tree, utility pole or like structure unless special circumstances exist which do not allow the usual manner of posting. The Community Development Director shall approve any variance from this procedure. The notice shall not be placed in the vision clearance areas, as stated in Section 60.55.50 of the Development Code (indicated below):



VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

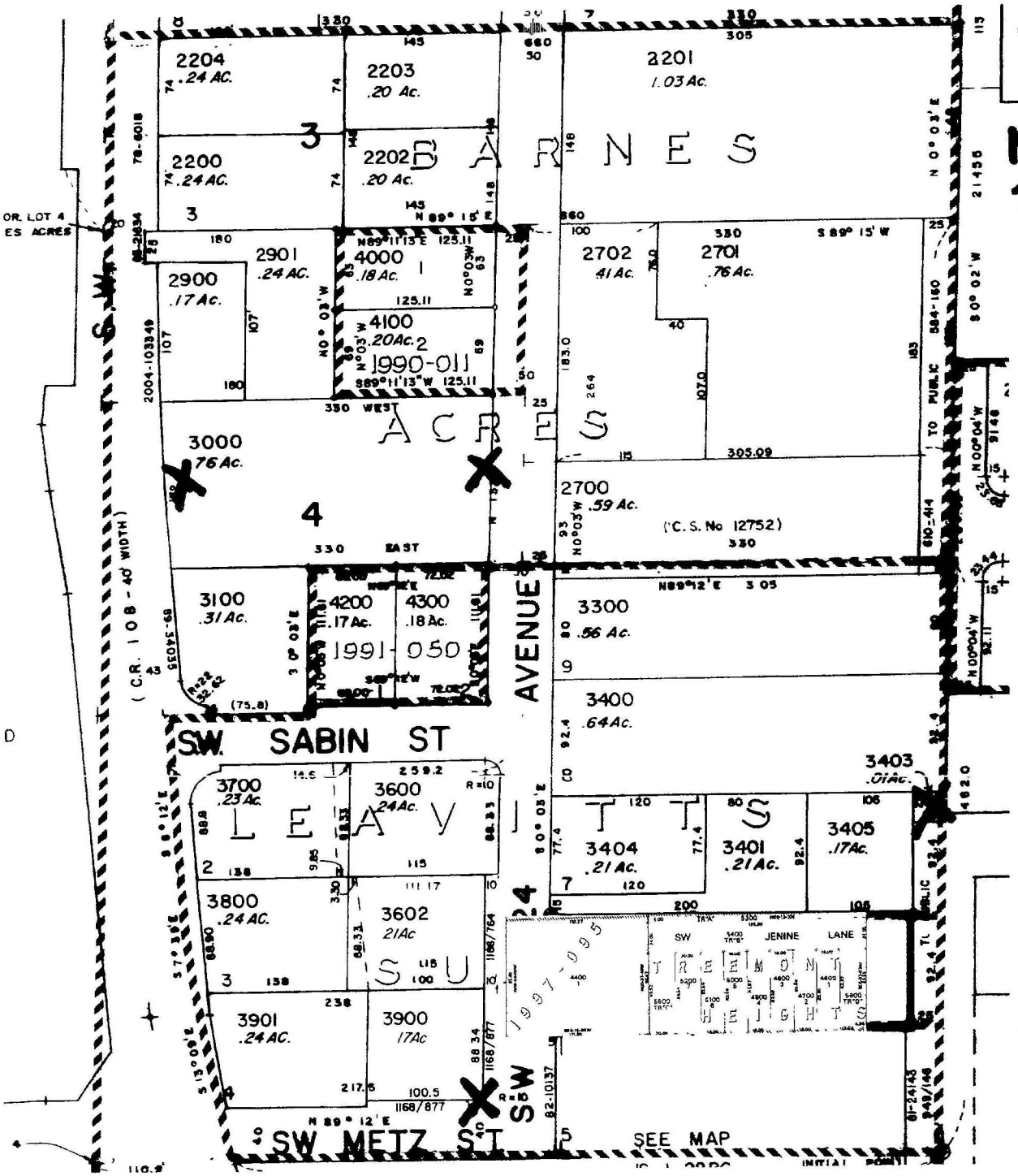
Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

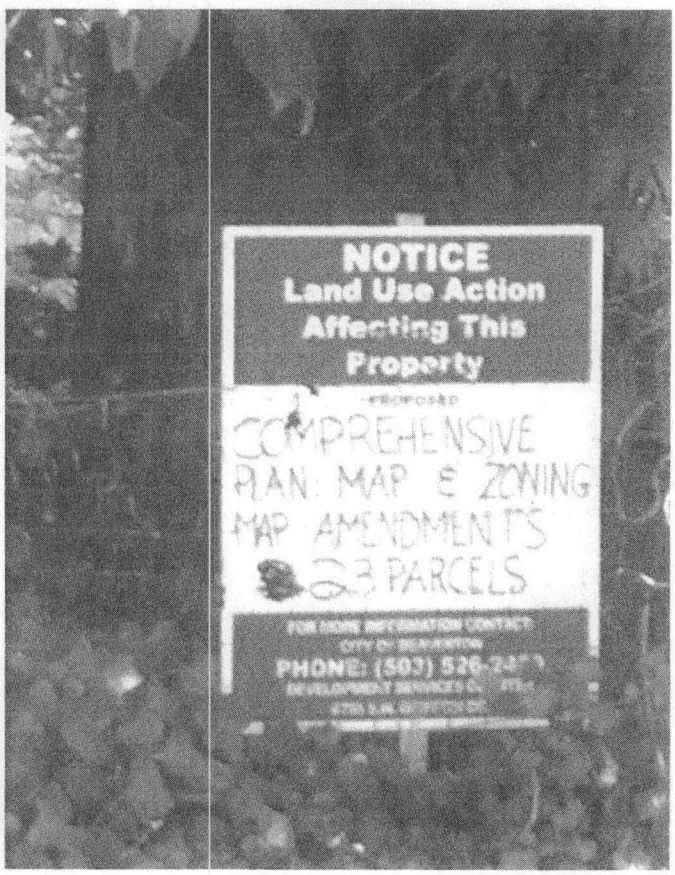
Tax Map

Notice Posted X



Hall / Sabin / 124th CPA & ZMA
CPA2005-0004 and ZMA2005-0005
Notice Posting July 25, 2005

NOTICE
Land Use Action
Affecting This
Property
PROPOSED
COMP PLAN MAP &
ZONING MAP
AMENDMENTS
23 PARCELS
FOR MORE INFORMATION CONTACT:
CITY OF BEAVERTON
PHONE: (503) 526-2420
DEVELOPMENT SERVICES COUNTER


NOTICE
Land Use Action
Affecting This
Property
COMPREHENSIVE
PLAN MAP & ZONING
MAP AMENDMENTS
23 PARCELS

NOTICE
Land Use Action
Affecting This
Property
PROPOSED
COMP PLAN MAP &
ZONING MAP
AMENDMENTS
22 PARCELS
FOR MORE INFORMATION CONTACT:
CITY OF BEAVERTON
PHONE: (503) 526-2420
DEVELOPMENT SERVICES COUNTER
4755 S.W. GRIFFITH DR.

NOTICE
Land Use Action
Affecting This
Property
PROPOSED
COMP PLAN MAP &
ZONING MAP
AMENDMENTS
23 PARCELS
FOR MORE INFORMATION CONTACT:
CITY OF BEAVERTON
PHONE: (503) 526-2420
DEVELOPMENT SERVICES COUNTER
4755 S.W. GRIFFITH DR.

EXHIBIT 2.2

CITY of BEAVERTON

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

AFFIDAVIT OF NOTICE MAILING

****

ZMA / CPA NUMBER: ZMA 2005-0005 / CPA 2005-0004
ZMA / CPA NAME: HALL, SABIN/124TH

I, Nancy Marshall, hereby confirm that on the 25th **day of** July **, 2005, on or before the notification deadline determined by City staff for this Amendment, I mailed the notice shown in Attachment A to those listed on Attachment B.**

Nancy Marshall
Signature

State of OREGON)
County of Washington)

Signed and sworn/affirmed before me this 25 **day of** July **2005 by** Nancy Marshall

Bonnie J Webb
Notary Public for the State of Oregon

My commission expires: Oct 7 2008

OFFICIAL SEAL
BIONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

I:\Planning Services\Forms\AFFIDAVITS\ANNEXATIONAFFIDAVIT new.doc

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

NOTICE OF PUBLIC HEARING
Comprehensive Plan Amendment & Zoning Map Amendment

Date of Notice: July 25, 2005

Case File No./Project Name: CPA2005-0004 & ZMA2005-0005
(Hall / Sabin / 124th CPA & ZMA)

Public Hearing Date: **Wednesday, August 24, 2005**

Hearing Location and Time: City Council Chambers, First Floor, Beaverton City Hall, 4755 SW Griffith Drive beginning at 6:30 p.m.

Summary of Application: The City is initiating a Comprehensive Plan Map Amendment and a Zoning Map Amendment for 23 parcels currently within the Neighborhood Residential-Standard Density (NR-SD) Comprehensive Plan designation and the Urban Standard Density R-7 Zoning District. Three (3) options are proposed: *Option 1* - Change the Comprehensive Plan Designation to Neighborhood Residential – Medium Density (NR-MD) and the Zoning Map District to Urban Medium Density Residential R-2 (2,000 square feet per dwelling unit), *Option 2* - Change the Comprehensive Plan Designation to Neighborhood Residential – High Density (NR-HD) and the Zoning Map District to Urban High Density Residential R-1 (1,000 square feet per dwelling unit), *Option 3* - Change the Designation and District to a combination of Options 1 and 2.

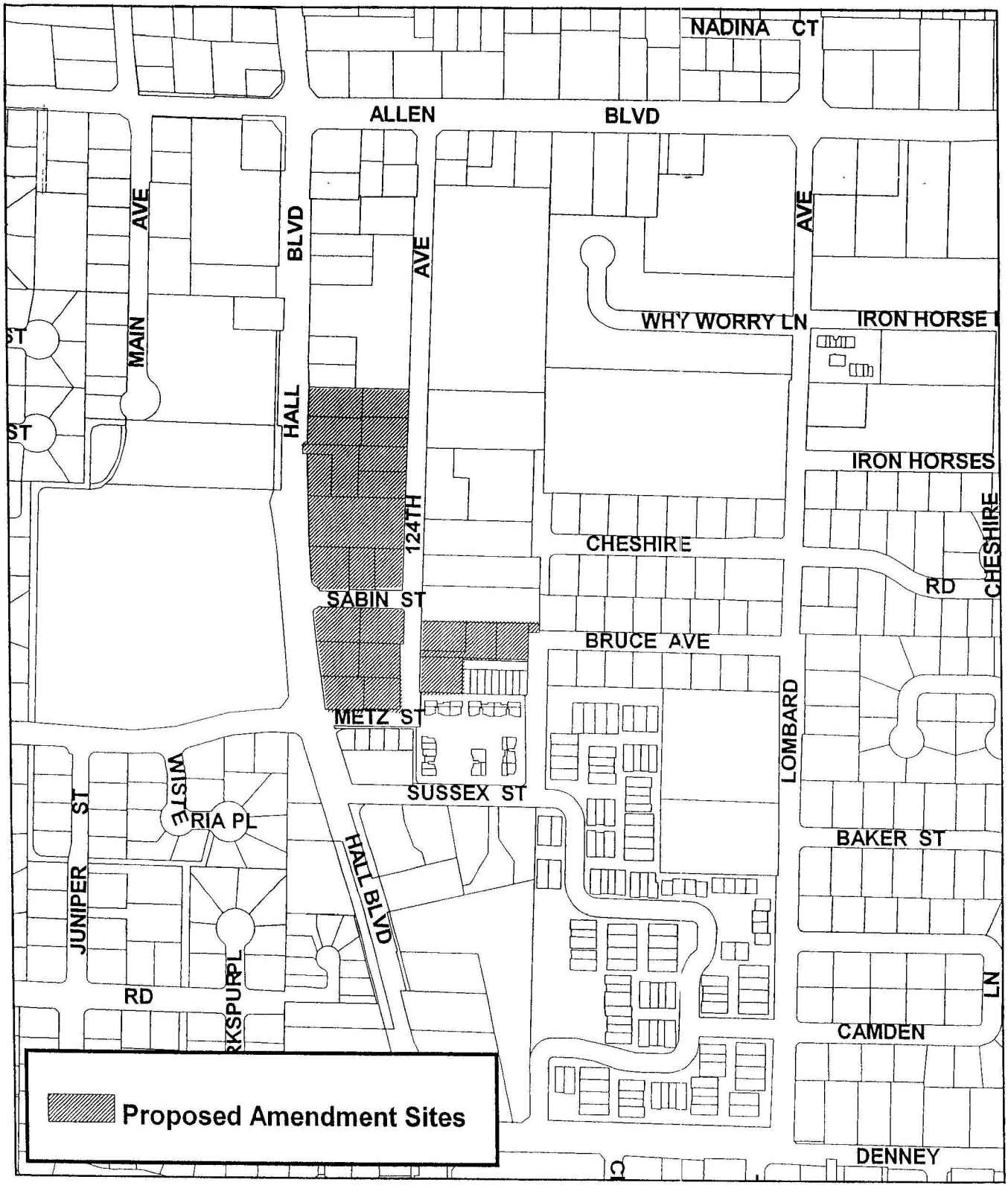
Decision-Making Authority: Planning Commission

Due Date for Written Comments to be Included in Package to Planning Commission:
Friday, August 12, 2005

Please reference the Case File Number and Project Name in your written comments. Mailed written comments should be sent to the attention of the Planning Services Division, PO Box 4755, Beaverton, OR 97076. Written comments submitted in person should be delivered to the Planning Services Division, 2nd Floor, Beaverton City Hall, 4755 SW Griffith Drive. If you decide to submit written comments or exhibits before the public hearing, Section 50.58 of the Beaverton Development Code requires that the written comments or exhibits be received at the City no later than 4:30 p.m. on the day of the scheduled hearing. You may also submit written comments or exhibits at the public hearing. In all cases, all submittals prior to or at the hearing that are more than two (2) letter size pages must include no fewer than ten (10) complete copies of the materials being submitted.

Staff Planner: Leigh Crabtree **Phone Number:** 503-526-2458

VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

TRAN, THANH T
6325 SW 124TH AVE
BEAVERTON OR 97008

LANE, CARL JIM JR
6360 SW HALL BLVD
BEAVERTON OR 97008

GALAN, VALENTIN S
6355 SW 124TH AVE
BEAVERTON OR 97008

THRUSH, SHELIA JOYCE
6470 SW HALL BLVD
BEAVERTON OR 97005

WILLIAMS, DEREK A & RENEE
L12420 SW SABIN ST
BEAVERTON OR 97005

PEREYRA, DANIEL
8526 SE 13TH AVE
PORTLAND OR 97202

CHAO, FEUY G
6365 SW 124TH AVE
BEAVERTON OR 97008

NICHOLS, BRUCE K REV LIV TRUST &NICHOLS, ESTHER M REV LIV TRUSTBY BRUCE K/ESTHER M NICHOLS TR0
BEAVERTON OR 97005

RAWSON, DAVID R
2325 NW 154TH PL
BEAVERTON OR 97006

KENIN, PERRY T &KENIN, ROBYN LUCHS
4077 SW CHESAPEAKE
PORTLAND OR 97239

U, KENNETH K & DOROTHY
K13056 SW LAURMONT DR
TIGARD OR 97223

TEDESCO, MICHAEL J &HOWE, MARTHA
15050 SW 150TH CT
BEAVERTON OR 97007

VANLO, CUONG E
6575 SW 124TH AVE
BEAVERTON OR 97005

SHARMA, BAL RAM ANDPURNIMA DEVI6585 SW 124TH
BEAVERTON OR 97007

TENLY PROPERTIES CORP
PO BOX 927
HILLSBORO OR 97123

WALSHE, MIKE T
6570 SW 124TH AVE
BEAVERTON OR 97008

FANI, KAVOUS
6300 SW HALL BLVD
BEAVERTON OR 97008

ATKINSON, ROBERT C
6330 SW HALL BLVD
BEAVERTON OR 97008

PERRIN, PETER M
PO BOX 69506
PORTLAND OR 97239

WASHINGTON COUNTYFACILITES MGMT
169 N FIRST AVE MS42
HILLSBORO OR 97124

PFANKUCH, TIMOTHY F
12470 SW SABIN ST
BEAVERTON OR 97008

ANN LARSON & ASSOC LLC
224 SW 212TH AVE
BEAVERTON OR 97006

THORSEN, SCOTT A
12435 SW SABIN ST
BEAVERTON OR 97008

OWNERS

ANN LARSON & ASSOC LLC
224 SW 212TH AVE
BEAVERTON OR 97006

ATKINSON, ROBERT C
6330 SW HALL BLVD
BEAVERTON OR 97008

BACA, CARMEN IDA
7830 SW 40TH RM #8
PORTLAND OR 97219

BAEK, GRACE
56 SEGADA
RANCHO SANTA MARGARI CA 92688

BECKER, RICHARD D
PO BOX 2378
WALDPORT OR 97394

BERMEL, DARRELL J
6650 SW WISTERIA PL
BEAVERTON OR 97005

BIGGI, GENE L TRUST &
6595 SW LOMBARD
BEAVERTON OR 97005

BOYER, ALAN R/JEAN A &
1164 CRESTLINE CT
LAKE OSWEGO OR 97034

BREEDLOVE, ROGER A/SANDRA M
6680 SW WISTERIA
BEAVERTON OR 97008

BRUTON, MATTHEW W
12855 SW 22ND ST
BEAVERTON OR 97008

CANADY, RYAN S & JULIE M
6630 SW WISTERIA CT
BEAVERTON OR 97008

CENTRAL CHURCH ASSEMBLY OF
6275 SW HALL BLVD
BEAVERTON OR 97005

CHAN, RON AND HEANG HOLLY
6675 SW WISTERIA PLACE
BEAVERTON OR 97005

CHAPMAN, JACK G AND POLLY E
12090 SW BRUCE LN
BEAVERTON OR 97008

CHARON, SCOTT C
6628 SW SUSSEX ST
BEAVERTON OR 97008

CHRISMAN, GREG
PO BOX 5816
BEAVERTON OR 97006

CHURCH OF THE NAZARENE
12555 SW 22ND ST
BEAVERTON OR 97005

CLARK, CHARLENE TRUSTEE
6636 SW SUSSEX
BEAVERTON OR 97008

COLLINS, LINDA J
6668 SW SUSSEX
BEAVERTON OR 97008

CUNNINGHAM, GAIL G
6620 SW SUSSEX ST
BEAVERTON OR 97008

CURRAN, EARL J
6775 SW HALL BLVD
BEAVERTON OR 97005

DEWEERD, MELVIN D & PAMELA S
PO BOX 1354
PORTLAND OR 97207

DIETZ, ALMA F BY PASS FUND &
15725 SW OAKHILL LN
TIGARD OR 97224

DILLS, DIANNE L
141 LAUREL LN
WASHOUGAL WA 98671

DONG, SHUYI &CHEN, HOWARD
6160 SW HALL BLVD
BEAVERTON OR 97008

DUNLAP, TERRY C & DEBRA J
6688 SW SUSSEX ST
BEAVERTON OR 97008

EM, PHALLY
12550 SW 22ND ST
BEAVERTON OR 97008

FAGEN, YVONNE M
2630 SE 39TH LP #A
HILLSBORO OR 97123

FANI, KAVOUS
6300 SW HALL BLVD
BEAVERTON OR 97008

FRALEY, KAMI L
PO BOX 927
HILLSBORO OR 97123

FRANCO, EDITH A
6240 SW HALL BLVD
BEAVERTON OR 97008

GALAN, VALENTIN S
6355 SW 124TH AVE
BEAVERTON OR 97008

GIBNER, LYNN T
12300 SW JENINE LN
BEAVERTON OR 97008

GILL, MARY R & LEE J
12360 SW JENINE LN
BEAVERTON OR 97008

GOODWIN, EDNA L & DAVID W
6648 SW SUSSEX ST
BEAVERTON OR 97008

GORMAN, KYLE & CHARLENE
6475 SW BURLINGAME PL
PORTLAND OR 97239

GORMAN, KYLE & CHARLENE
6475 SW BURLINGAME PL
PORTLAND OR 97239

GRITTA, NANCY MALONE
6790 SW LARKSPUR PL
BEAVERTON OR 97008

HANS & EUGENE, LLC
6780 SW HALL BLVD
BEAVERTON OR 97008

HAUSER, KENNETH F & SHIRLEY J
12175 SW BRUCE LANE
BEAVERTON OR 97005

HAWES, OLIVIA A
6660 SW SUSSEX ST
BEAVERTON OR 97008

HENSKE, LOWELL G & JUDITH M
6655 SW HALL BLVD
BEAVERTON OR 97008

HERNANDEZ, EDGAR &
12075 SW CHESHIRE RD
BEAVERTON OR 97005

HONSINGER, MARY
5110 SW RICHARDSON DR
PORTLAND OR 97201

JENSEN, GEORGE A & JACKIE B
12120 SW BRUCE LN
BEAVERTON OR 97008

JOBE-JONES, JERRY LOU &
6435 SW LOMBARD AVE
BEAVERTON OR 97008

JOHNSON, CLARENCE SIXTON TR
10880 SW DAVIES RD #3006
BEAVERTON OR 97008

KASSNER, OTTO ARTHUR EDWARD &
12155 SW BRUCE LN
BEAVERTON OR 97008

KENIN, PERRY T &
4077 SW CHESAPEAKE
PORTLAND OR 97239

KING, SHARMON D &
10425 SW CYNTHIA ST
BEAVERTON OR 97008

KITZMAN, MARK M
12050 SW BRUCE LN
BEAVERTON OR 97008

KONDRATH, CHRIS
12165 SW CHESHIRE RD
BEAVERTON OR 97008

KRAMER, SHIRLEY A
6664 SW SUSSEX ST
BEAVERTON OR 97008

KRAUSS, BARBARA E
12095 SW BRUCE LN
BEAVERTON OR 97008

LANCASTER, JEFF A & DIANA M
12150 SW BRUCE LN
BEAVERTON OR 97008

LANE, CARL JIM JR
6360 SW HALL BLVD
BEAVERTON OR 97008

LAUREL RIDGE CONDOMINIUMS
OWNERS OF UNITS
0

LEDESMA, DANIEL ABRAHAM &
6760 SW HALL BLVD
BEAVERTON OR 97008

LEONARD, DONNA L
12320 SW JENINE LN
BEAVERTON OR 97008

LOCKHART, CAROL A
6640 SW SUSSEX ST
BEAVERTON OR 97008

LOMBARD PLAZA APARTS LLC
5815 SW PATTON RD
PORTLAND OR 97221

LORRAINE, BARBARA M
6610 SW WISTERIA
BEAVERTON OR 97008

MACK, MARK A AND LAURIE E
15960 NW EMILY LN
BEAVERTON OR 97006

MALONE, LESTER M & JACQUELINE
12310 SW JENINE LN
BEAVERTON OR 97008

MCCANN, JIM T
6680 SW SUSSEX ST
BEAVERTON OR 97008

MCMULLEN, KIMBERLY S
BOX 373
BRAGG CREEK AB CA 0

MEYER, DIANE LYNN
6604 SW SUSSEX LANE
BEAVERTON OR 97008

MICHAEL, BETTY L
6704 SW SUSSEX
BEAVERTON OR 97008

MOSS, RICHARD O & MELANIE L
12070 SW BRUCE LN
BEAVERTON OR 97008

NAJORKA, RONALD S
6684 SW SUSSEX ST
BEAVERTON OR 97008

NEW HORIZONS OWNERS OF ALL LOTS

NICHOLS, BRUCE K REV LIV TRUST &
12225 SW 9TH ST
BEAVERTON OR 97005

NOZISKA, PATRICK J
6670 SW WISTERIA PL
BEAVERTON OR 97008

O'BRIEN, DONNA JEAN
12125 SW BRUCE LN
BEAVERTON OR 97008

O'FARRELL, RYAN
6480 SW 124TH ST
BEAVERTON OR 97008

OLA INVESTMENTS LLC
12292 SW MORNING HILL DR
TIGARD OR 97223

OLSON, KAREN ANNE
6700 SW SUSSEX ST
BEAVERTON OR 97008

OREGON, STATE OF C-05893
356 SW 9TH ST
LAKE OSWEGO OR 97034

OROPEZA, CRISTOBAL &
EDOVIGES
6325 SW MAIN AVE
BEAVERTON OR 97008

OUELLETTE, RICHARD
12195 SW BRUCE LN
BEAVERTON OR 97008

PARNELL, PHILLIP K JR &
6696 SW SUSSEX ST
BEAVERTON OR 97008

PEREYRA, DANIEL
8526 SE 13TH AVE
PORTLAND OR 97202

PERRIN, PETER M
PO BOX 69506
PORTLAND OR 97239

PFANKUCH, TIMOTHY F
12470 SW SABIN ST
BEAVERTON OR 97008

PHARISIEN, ROBERT J
PO BOX 338
PALO ALTO CA 94302

PHIPPS, MARIAN I
12190 SW BRUCE LN
BEAVERTON OR 97008

PLATT, ALFRED &
12330 SW JENINE LN
BEAVERTON OR 97008

POPICK, ALVIN J & JANET
7831 SE LAKE RD STE #200
PORTLAND OR 97267

POROJ, FULGENCIA IXMAY DE &
12170 SW CHESHIRE RD
BEAVERTON OR 97008

RAWSON, DAVID R
2325 NW 154TH PL
BEAVERTON OR 97006

REMEDIOS, PETER & HEATHER C
3319 TELEGRAPH RD #207
VENTURA CA 93003

RESCHKE, ROGER R
6616 SW SUSSEX ST
BEAVERTON OR 97008

SAGAWA, DONALD A & CAROL E
12075 SW BRUCE LANE
BEAVERTON OR 97008

SEILER, ROY H
6600 SW SUSSEX
BEAVERTON OR 97005

SHARMA, BAL RAM AND
6585 SW 124TH
BEAVERTON OR 97007

SHORE, CHRISTOPHER SCOTT
12380 SW JENINE LN
BEAVERTON OR 97008

SMITH, SALLEY L
6715 SW SUSSEX
BEAVERTON OR 97008

STALL, GEORGE CARL
12670 SW 9TH ST
BEAVERTON OR 97005

STELLAR, SHERYL A
17755 SW 31ST
TIGARD OR 97224

STEWART, PHYLLIS J
6656 SW SUSSEX ST
BEAVERTON OR 97008

STOCKERT, ROBERT E & JOYCE A
6750 SW LARKSPUR PL
BEAVERTON OR 97008

TARLOW FAMILY LIMITED
PARTNERSHI
6650 SW REDWOOD LN STE 215
PORTLAND OR 97224

TEDESCO, MICHAEL J &
15050 SW 150TH CT
BEAVERTON OR 97007

TENLY PROPERTIES CORP
PO BOX 927
HILLSBORO OR 97123

THOMA, FRANZ F JR NORA M
12170 SW BRUCE LN
BEAVERTON OR 97008

THOMAS, GLORIA BERNICE
12150 SW CHESHIRE RD
BEAVERTON OR 97008

THORSEN, SCOTT A
12435 SW SABIN ST
BEAVERTON OR 97008

THRUSH, SHELIA JOYCE
6470 SW HALL BLVD
BEAVERTON OR 97005

TRAN, THANH T
6325 SW 124TH AVE
BEAVERTON OR 97008

TREMONT HEIGHTS OWNERS OF
LOTS 1-7
0

U, KENNETH K & DOROTHY K
13056 SW LAURMONT DR
TIGARD OR 97223

VANLO, CUONG E
6575 SW 124TH AVE
BEAVERTON OR 97005

VILLEGAS, PAULINO RIVERA &
2630 SE 39TH LP #A
HILLSBORO OR 97123

VINING, LORI
12340 SW JENINE LN
BEAVERTON OR 97008

WALSHE, MIKE T
6570 SW 124TH AVE
BEAVERTON OR 97008

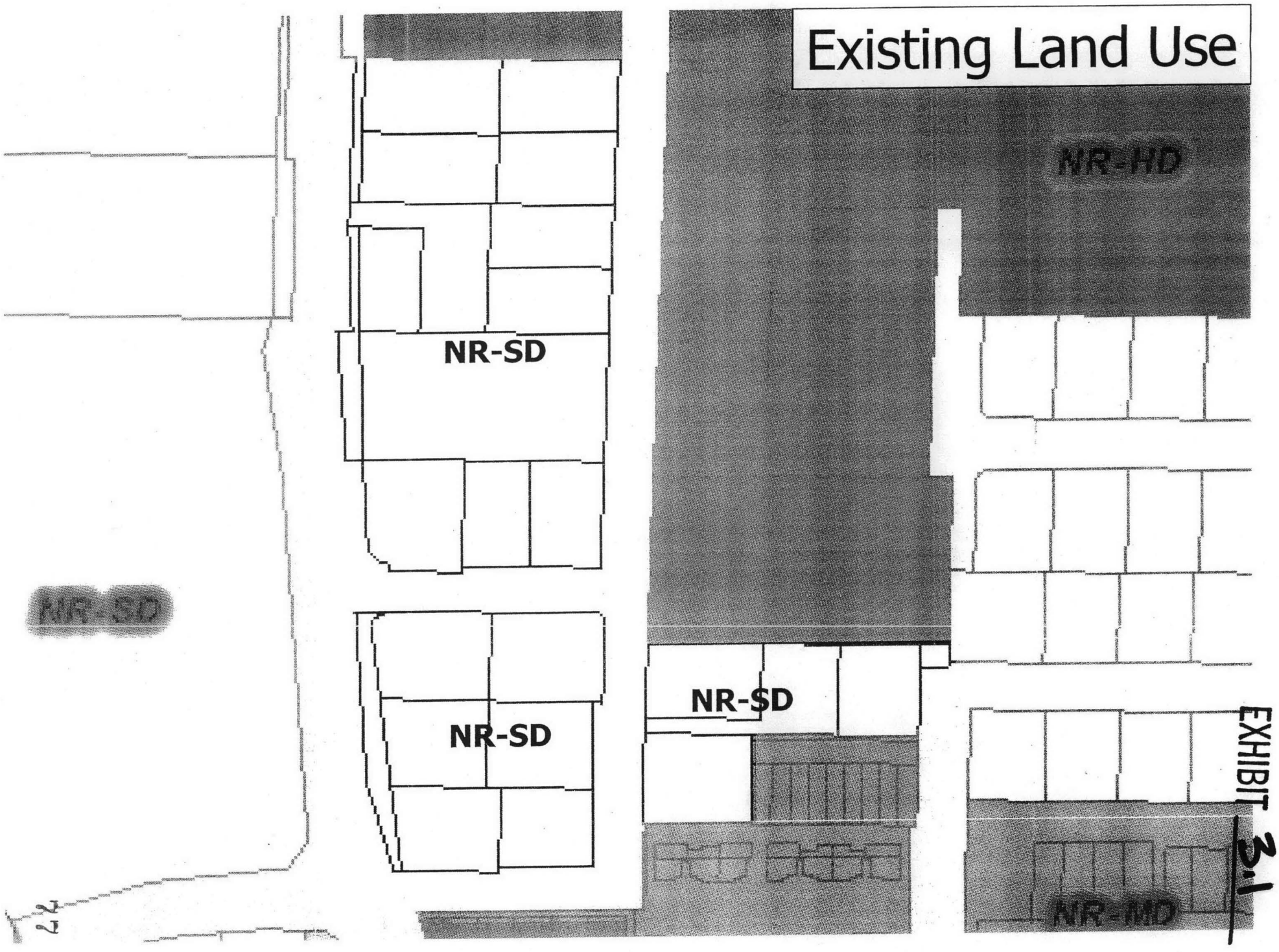
WALTEMATH, JANETTE L TRUSTEE
7130 SW SYLVAN CT
PORTLAND OR 97225

WASHINGTON COUNTY
169 N FIRST AVE MS42
HILLSBORO OR 97124

WEBER, CAROLE J
6676 SW SUSSEX
BEAVERTON OR 97008

WESTON INVESTMENT CO
2154 NE BROADWAY
PORTLAND OR 97232

WESTON, JOSEPH E
2154 NE BROADWAY
PORTLAND OR 97232


Existing Land Use
NR-HD
NR-SD
NR-SD
NR-SD
NR-SD
NR-MD
EXHIBIT 3.1

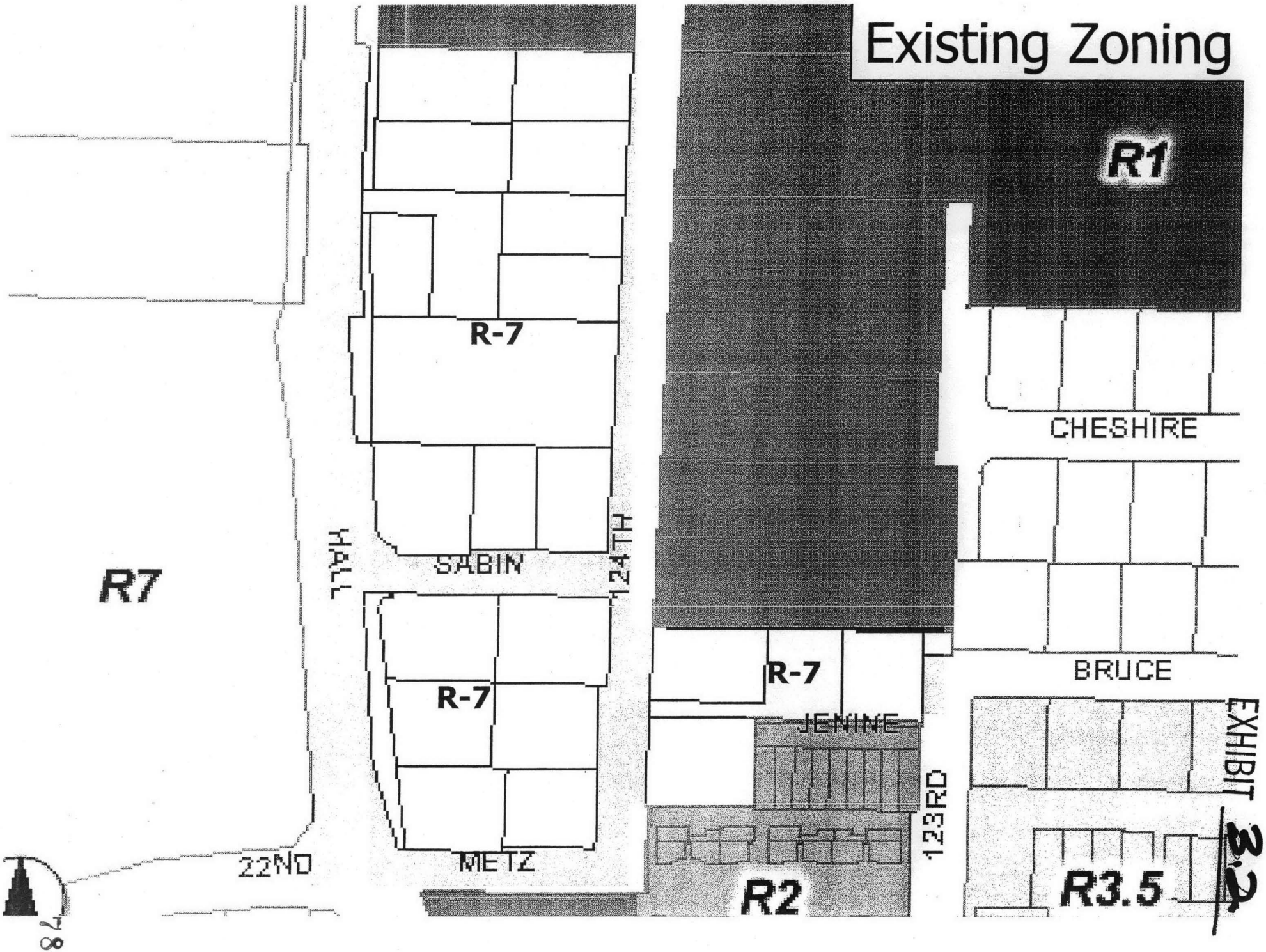

Existing Zoning
R1
R-7
CHESHIRE
HALL
124TH
SABIN
R7
R-7
BRUCE
R-7
JENINE
123RD
EXHIBIT 3.2
22ND
METZ
R2
R3.5
78

EXHIBIT 3.3

Use	R-7	R-2	R-1
Detached dwelling. [ORD 4224; August 2002]	P	P	P
Manufactured homes. The placement of a manufactured home is subject to the design and placement criteria found in Section 60.20.20. (ORD 3899) (See also Special Requirements Chapter, Mobile and Manufactured Home Regulations Section.)	P	X	X
Guest Houses. (See also Special Use Regulations Section, Accessory Uses and Structures.)	P	X	X
Accessory uses and structures. (See also Special Use Regulations Section, Accessory Uses and Structures.)	P*	P	P
Home Occupations.	P	P	P
Care facilities accommodating not more than five nonrelated persons, for children and senior citizens.	P	P	P
Public sewer and water transmission lines and utility transmission lines. (See also Special Use Regulations Section, Uses Requiring Special Regulations - Utilities.)	P	P	P
Accessory Dwelling Units (See also Special Use Regulations Section, Accessory Dwelling Units, 60.50.03). [ORD 4048; June 1999]	P	P	P
Collocation of wireless communication facilities on an existing wireless communication facility tower [ORD 4248; April 2003]	P	P	P
Installation of wireless communication facilities on streetlights, excluding streetlights on power poles, traffic signal lights, and high voltage power utility poles within public road rights-of-way [ORD 4248; April 2003]	P	P	P
Attachment or incorporation of wireless communication facilities to existing or new buildings or structures that are not exclusively used for single-family residential or multi-family residential purposes [ORD 4248; April 2003]	P	P	P
Temporary wireless communication facilities structures (See also Temporary Structures – Section 40.80) [ORD 4248; April 2003	P	P	P
Installation of one (1) replacement wireless communication facility tower on a parent parcel containing an existing tower supporting one (1) carrier for the purpose of providing collocation opportunity consistent with previous land use approvals [ORD 4248; April 2003]	P	P	P

Planned Unit Developments	C	C	C
Storage Yards	C	C	C
Residential Care Facilities. [ORD 4036; March 1999]	C	C	C
Hospitals. (See also Special Use Regulations Section, Uses Requiring Special Regulations - Churches, Hospitals, or other Religious or Eleemosynary Institutions.)	C	C	C
Educational institutions, including public, private or parochial academic schools, colleges, universities, vocational and trade schools. (See also Special Use Regulations Section, Uses Requiring Special Regulation - Portable Classrooms.)	C	C	C
Public parks, parkways, playgrounds and related facilities	C	C	C
Churches, synagogues and related facilities. (See also Special Use Regulations Section, Uses Requiring Special Regulations - Churches, Hospitals, or other Religious or Eleemosynary Institutions.)	C	C	C
Public sewer, water supply, water conservation and flood control installations, other than transmission lines. (See also Special Use Regulations Section, Uses Requiring Special Regulations - Utilities.)	C	C	C
Public buildings and other structures, such as City Hall, Post Office, Police and Fire substations	C	C	C
Utility substations and related facilities other than transmission lines. (See also Special Use Regulations Section, Uses Requiring Special Regulations - Utilities.)	C	C	C
Recreation uses, public and private	C	C	C
Nursery schools, day or child care facility (ORD 3184; July 1980) (See also Special Regulations Section.)	C	C	C
Attached dwellings. ;ORD 4224; August 2002]	C*	P	P
Cemetery. (See also Section 60.50.25., Uses Requiring Special Regulations, Cemetery, Crematory, Mausoleum, Columbarium.) [ORD 4102; April 2000]	C	C	C
Construction of a wireless communication facility tower [ORD 4248; April 2003]	C	C	C
Direct-to-home satellite service and satellite antennas greater than one (1) meter in diameter [ORD 4248; April 2003]	C	C	C
Mobile Home Parks/Subdivisions. (ORD 3899)	X	C	X

Mini storage facilities housing storage only and no activities; and storage yards. (ORD 3522)	X	C	C
Boarding, rooming or lodging houses.	X	C	C
Schools that are customarily commercial rather than academic in nature, such as business, dancing, karate and other instruction schools are not allowed in the district.	X	X	X
Attachment of a wireless communication facility to existing or new non-residential buildings that does not utilize stealth design [ORD 4248; April 2003]	X	X	X
Non-profit public service uses in public buildings immediately adjacent to Regional Center Zones. (ORD 3588; November 1987) [ORD 4075; November 1999]	X	X	P

Density Comparison

Tax Lot	Acres	Square Feet	R-7 density		R-2 density		R-1 density	
			minimum	maximum	minimum	maximum	minimum	maximum
2200	0.24	10454.40	1	1	4	5	8	10
2202	0.20	8712.00	1	1	3	4	6	8
2203	0.20	8712.00	1	1	3	4	6	8
2204	0.24	10454.40	1	1	4	5	8	10
2900	0.17	7405.20	1	1	2	3	5	7
2901	0.24	10454.40	1	1	4	5	8	10
3000	0.76	33105.60	3	4	13	16	26	33
3100	0.31	13503.60	1	1	5	6	10	13
3401	0.21	9147.60	1	1	3	4	7	9
3404	0.21	9147.60	1	1	3	4	7	9
3405	0.17	7405.20	1	1	2	3	5	7
3600	0.24	10454.40	1	1	4	5	8	10
3602	0.21	9147.60	1	1	3	4	7	9
3700	0.23	10018.80	1	1	4	5	8	10
3800	0.24	10454.40	1	1	4	5	8	10
3900	0.17	7405.20	1	1	2	3	5	7
3901	0.24	10454.40	1	1	4	5	8	10
4000	0.18	7840.80	1	1	3	3	6	7
4100	0.20	8712.00	1	1	3	4	6	8
4200	0.17	7405.20	1	1	2	3	5	7
4300	0.18	7840.80	1	1	3	3	6	7
4400	0.23	10018.80	1	1	4	5	8	10
TOTAL A			**24**	**25**	**82**	**104**	**171**	**219**
TOTAL B	5.24	228254.40	26.09	32.61	91.30	114.13	182.60	228.25

Minimum Density
80% of maximum

Maximum Density
total lot size divided by the square footage required per dwelling unit for the respective zone

R-7
7,000sf per dwelling unit

R-2
2,000sf per dwelling unit

R-1
1,000sf per dwelling unit

Total A
is based on redevelopment of all lots individually

Total B
is based on redevelopment of all lots together

EXHIBIT 3.4

EXHIBIT 3.5

COMPREHENSIVE PLAN AND ZONING DISTRICT MATRIX	
Comprehensive Plan Designation	**Zoning District**
Regional Center	RC-E, RC-OT, RC-TO
Station Community	SC-HDR, SC-MU, SA-MDR, SA-MU
Town Center	TC-HDR, TC-MU, TC-MDR
Main Street	Office Commercial, Neighborhood Service, Convenience Service Center, R-1, R-2
Corridor	General Commercial, Convenience Service Center, Office Commercial, Community Service, Neighborhood Service, R-1, R-2, R-3.5, R-4, Corridor-Multiple Use
Employment Areas	Campus Industrial
Industrial	Industrial Park, Light Industrial, Campus Industrial
Neighborhood Residential (equivalent to Metro's Inner and Outer Neighborhood Design Types)	
Low Density	R-10[1]
Standard Density	R-7, R-5[2]
Medium Density	R-4, R-3.5, R-2
High Density	R-1
Any of the plan designations cited above	Institutional

3.15 URBAN PLANNING AREA AGREEMENT

The Washington County Urban Planning Area Agreement (UPAA), including Exhibits A and B, which is dated October 25, 1998 and was signed by the City on May 15, 1989 and signed by the County on February 10, 1989 is hereby incorporated as section 3.15 of this Land Use Element.

[1] Existing pockets of low density residential may continue, but expansion of low density neighborhood residential areas shall not occur.

[2] Existing properties with commercial zoning as shown on Figures III-2 through III-5 and listed by tax lot on said maps shall be allowed to continue in perpetuity. Expansion of the district is not allowed, but any use permitted within said district will be allowed subject to City approval through the procedures specified by the Development Code.

EXHIBIT 3.6

July 5, 2005 ***Project No. OR04.019.T02 Perrin Sub Area Rezone***

CTS Engineers
a Parati company

Mr. Don Gustafson
City of Beaverton
4755 SW Griffith Drive
Beaverton, OR 97076

RE: Traffic Impact Analysis for the Perrin Sub Area Rezone Application in Beaverton, Oregon

Dear Mr. Gustafson

Based on your request, CTS Engineers has analyzed the traffic impacts of the proposed Comprehensive Plan Amendment (CPA) and Zone Map Amendment (ZMA) for properties located between SW Hall Boulevard and SW 124th Avenue in the vicinity of SW Sabin Street (see ***Figure 1***) in the City of Beaverton.

The CPA and ZMA propose to establish an R1, Urban High Density Zoning Designation or an R2, Urban Medium Density Zoning Designation for the site. The potential traffic impacts of establishing an R1 or R2 zoning district were evaluated by comparing the potential traffic impacts of a reasonable worst case development scenario for the existing R7 zoning designation, to potential reasonable worst case development scenarios for the proposed R1 and R2 zoning designations.

The proposed study area contains 22 existing parcels of land with a total net acreage of approximately 5.24 acres, excluding existing streets . The reasonable worst case development scenario for the R7 zoning is based on the maximum development potential of these properties with a minimum of 7,000 square feet of available land area for each dwelling, for a total of 32 single family dwellings (22 exiting + 10 potential). The scenario for the R1 zoning is based on a minimum of 1,000 square feet of available land per dwelling for a total of 182 dwelling units. The scenario for the R2 zoning district is based on a minimum of 2,000 square feet of available land per dwelling, for a total of 91 dwelling units. These development scenarios assumed that primary access for these dwellings would be onto SW 124th Avenue. The City of Beaverton Development Code requires that the traffic impacts of a CPA and ZMA be analyzed for the horizon year of the currently adopted Comprehensive Plan, which is year 2020. This analysis was therefore performed for projected year 2020 traffic impacts

Based on the results of the analysis, the proposed CPA and ZMA for an R1 or R2 zoning designation will not adversely impact the operational or safety characteristics of the streets, driveways or intersections in the study area. Specific findings of this study are as follows:

- Compared to the baseline Scenario No 1 (full buildout of the existing R7, Urban Standard Density zoning designation) the R1, Urban High Density zoning Scenario No 2 is anticipated to generate 707 additional trips on the surrounding roadway system on a typical weekday, including 56 during the AM peak hour and 63 during the PM peak hour.

- Compared to the baseline Scenario No 1, the R2, Urban Medium Density zoning Scenario No 3 is anticipated to generate 173 additional trips on the surrounding roadway system on a typical weekday, including 16 during the AM peak hour and 15 during the PM peak hour.

- Assuming intersection improvements proposed in the current Transportation Improvement Plan (TIP) to meet future background traffic needs, the future 2020 LOS at key intersections in the study area are estimated to be almost the same under all development scenarios.

The following paragraphs document the study's methodology, results, and major findings.

DEVELOPMENT LOCATION

The proposed study area for the CPA and ZMA is located between SW Hall Boulevard and SW 124th Avenue in the vicinity of SW Sabin Street (see ***Figure 1***). This area contains 22 parcels of land with a total net area of approximately 5.24 acres, excluding existing streets. These parcels are currently zoned R7, Urban Standard Density with a minimum of 7,000 square feet per dwelling unit. The applicant is proposing to establish an R1, Urban High Density zoning designation for these properties which has a minimum of 1,000 square feet per dwelling unit or an R2, Urban Medium Density zoning designation, which has minimum of 2,000 square feet per dwelling unit.

AREA CONDITIONS

Study Area

The City of Beaverton development code requires that *the traffic impact analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of transportation service.* The study area for this analysis includes (see ***Figure 2***) the intersections of SW Hall Boulevard/SW Allen Boulevard, SW Hall Boulevard at SW Sabin Street, SW Hall Boulevard/SW 22nd Street-Metz Street, SW Hall Boulevard/SW Denney Road, SW 124th Avenue/SW Sabin Street, SW Allen Boulevard/SW 124th Avenue, and SW Lombard Avenue/SW Bruce Lane. Primary access routes to the proposed site are assumed to be along SW 124th Avenue with connections to SW Allen Boulevard to the north and SW Hall Boulevard to the south by way of SW Sabin Street or SW Metz Street. Several of the existing properties have direct access onto SW Hall Boulevard. However, for the purpose of this report, it is assumed that direct access onto SW Hall Boulevard will be restricted for use only by emergency vehicles. Secondary access to the eastern section of the site is potentially available onto SW Bruce Lane which provides connections to SW Lombard Avenue to the east and SW Hall Boulevard to the west via SW 123rd Avenue and SW Sussex Street.

Study Area Zoning

The current zoning in the area surrounding the proposed site (see ***Figure 1***) is a mix of R7, Urban Standard Density with church facilities and the Beaverton Community Center to the west across SW Hall Boulevard, and single family homes to the south/east. The zoning to the north and northeast is R1, Urban High Density which contains apartment houses. The zoning to the south is R2, Urban Medium Density which also contains apartment houses.

Site Accessibility

Area Roadway System

Primary access to the proposed site (see ***Figure 2***) will be onto SW 124th Avenue, which is a north-south street running parallel to SW Hall Boulevard. To the south, SW Sabin Street or Metz Street will provide access to SW Hall Boulevard. To the north, SW 124th Avenue will provide a connection to SW Allen Boulevard. These are the only routes to the local street network. There are no east-west connections to SW 124th Avenue between SW Allen Boulevard and SW Sabin Street. Secondary access to the eastern most section of the proposed zoning district is potentially available onto SW Bruce depending on the development pattern of the proposed zoning district. The functional classification and road characteristics of the streets within the study area are contained in ***Table 1.***

Table 1: Summary of Study Area Roadway Characteristics

Street Name	Road Class	Width (Feet)	Posted Speed Limit (MPH)	Curb and Sidewalks	Bike Lane	On-street Parking
SW Allen Avenue	Arterial	60	30	Yes	No	No
SW 124th Avenue (North of Sabin St)	Local Street	34	Not Posted	Yes	No	Yes
SW 124th Avenue (South of Sabin St)	Local Street	20*	Not Posted	No	No	Yes
SW Sabin Street	Local Street	20**	Not Posted	No	No	Yes
SW Hall Boulevard	Arterial	70	40	Yes	Yes	No
SW Metz Street	Local Street	20	Not Posted	Southside Only	No	Yes
SW Denny Road	Arterial	40	35	Yes	No	Yes
SW Bruce Street	Local Street	32	Not Posted	Yes	No	Yes
SW 123rd Avenue	Local Street	28	Not Posted	Yes	No	Yes

** SW 124th Avenue south of SW Sabin Street consists of a nominal 20 ft of pavement with partial gravel shoulders.*

*** SW Sabin Street consists of a nominal 20 ft of paved surface with partial gravel shoulders and some flaring at the intersections with SW Hall Blvd. and SW 124th Avenue.*

Existing Traffic Volumes And Peak Hour Operations

Traffic Volumes

A reconnaissance of the proposed zoning district and its vicinity was conducted. Traffic volumes within the study area were obtained from actual weekday peak hour traffic counts conducted during March 2004 and May 2005. The major intersections in the study area (SW Hall Boulevard at Allen Boulevard & Denny Road) were counted on three successive days and the results were averaged to obtain representative weekday peak hour traffic volumes. The minor street intersections were counted one time due to the relatively low traffic volumes present along the minor streets at these intersections. ***Figure 3*** shows the recent weekday peak hour volumes obtained at the key intersections. Traffic volumes greater than 25 were rounded upward to the nearest five vehicles. This data reveal that the majority of the morning peak hour typically occurs between 7:15-8:15 AM and the afternoon peak hour occurs between 5:00-6:00 PM. This study considered traffic conditions during weekday AM and PM peak hours, which represent reasonable "worst case" traffic conditions within the study area. These time periods also correspond with the time periods that the proposed development will generate most of its traffic. Overall, approximately 3 percent of vehicles observed along SW Hall Boulevard, SW Allen Boulevard and SW Denny Road were trucks.

Peak Hour Traffic Operations

Traffic conditions at key intersections in the study area were analyzed during the weekday AM and PM peak hours. Intersection operational analyses were conducted using the procedures in the ***2000 Highway Capacity Manual (HCM)*** for evaluating signalized and unsignalized intersections, which describe the traffic operations of an intersection in terms of its Level of Service (LOS). For unsignalized intersections, the intersection's LOS is stated relative to the most critical intersection approach or maneuver, typically the left turn from the minor street approach. For signalized intersections, the LOS is a function of the average vehicle delay that vehicles on all approaches experience. The LOS criterion is stated as a letter grade, ranging from "A," indicating little or no delay, to "F," indicating that drivers experience long delays. The LOS worksheets for results

presented in this study are attached as an *Appendix* to this report. City of Beaverton Standards requires that all signalized intersections operate at LOS E or better with average control delay per vehicle of 65 seconds or less, and that the volume-to-capacity ratio (v/c) for all lane groups is greater than 0.98. Unsignalized intersections are required to operate at LOS D or better with average control delay per vehicle of 45 seconds or less. ***Table 2*** shows the calculated LOS for the study area intersections based on the existing 2005 weekday peak hour traffic volumes shown in ***Figure 3.*** These results are consistent with our observations of traffic operations made during the peak hour counts. The key intersections analyzed in the study area are estimated to operate at acceptable LOS D or better during both of the weekday peak hour periods, except for the intersection of SW Hall Boulevard/SW Metz Street which is operating at LOS F. However, our observations of traffic turning from SW Metz Street/SW 22nd Street onto SW Hall Boulevard found that vehicle delays are not excessive, particularly for vehicles turning right onto SW Hall Boulevard.

Table 2: Current 2005 Weekday Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Signalized Intersection					
	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS
SW Hall Boulevard/SW Allen Boulevard	40.3	0.87	D	50.1	0.91	D
SW Hall Boulevard/SW Denny Road	11.5	0.55	B	24.8	0.84	C
	Minor Street Stop Control					
	Avg Vehicle Delay (Sec/Veh)	LOS		Avg Vehicle Delay (Sec/Veh)	LOS	
SW Hall Boulevard/SW Sabin Street Critical Leg - WB	19.1	C		28.6	D	
SW Hall Boulevard/SW Metz Street Critical Leg - WB	>50	F		>50	F	
SW Allen Boulevard/SW 124th Avenue Critical Leg - NB	24.7	C		28.9	D	
SW 124th Avenue/SW Sabin Street Critical Leg - EB	8.6	A		8.7	A	
SW Lombard Avenue/SW Bruce Lane Critical Leg - EB	9.8	A		11.1	B	

Traffic Safety

Accident records for the most recent three years of available data (2001-2003) were obtained from ODOT staff for intersections in the study area. They were analyzed to determine if traffic safety problems exist at any of the intersections in the vicinity of the site. ***Figure 4*** shows a summary of this data. No accidents were reported at any of the intersections in the study area.

TRAFFIC IMPACT ANALYSIS

The City of Beaverton development code requires that the impacts of a Comprehensive Plan Amendment (CPA) and Zone Map Amendment (ZMA) on intersection performance shall be mitigated to the standards in Section 60.55.10 of the code. Signalized intersections shall operate with a peak hour average control delay no greater than 65 seconds per vehicle using a cycle length not to exceed 120 seconds and the volume-to-capacity ratio (v/c) for each lane group shall not exceed 0.98. Unsignalized intersections shall operate with a peak hour average control delay not to exceed 45 seconds per vehicle. If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standard, the impacts of the development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio. The code further requires that the impacts of a CPA shall be analyzed for the potential worst case impacts to the local transportation system identified in the Cities Comprehensive Plan and the regional transportation system identified in the Metro Regional Transportation Plan. The horizon year for analysis of the impacts on level of service shall be the horizon year for the currently adopted Comprehensive Plan, which is the year 2020. This analysis will access the potential impacts on control delay and volume-to-capacity ratio at the key intersection in the study area for the horizon year 2020 and make recommendations as to what if any mitigation is required to maintain the control delay and volume-to-capacity ratio, at a level which would have occurred if the CPA and ZMA and not been implemented. The impacts of establishing the proposed zoning district were analyzed during the critical peak hours as follows:

- The existing 2005 traffic volumes were adjusted to reflect the estimated 2020 background traffic in the study area.
- The estimated trips generated by full buildout of the projected reasonable worst case development of the district under the existing R7, Urban Standard Density zoning designation were computed (Scenario No 1).
- The estimated trips generated by full buildout of the projected reasonable worst case development of the district under the proposed R1, Urban High Density zoning designation were computed (Scenario No 2).
- The estimated trips generated by full buildout of the projected reasonable worst case development of the district under the proposed R2, Urban Medium Density zoning designation were computed (Secnario No 3).
- The estimated trips generated by each scenario were added to the projected 2020 background traffic to obtain total future 2020 traffic volumes.
- Total future control delay and volume-to-capacity ratio at key intersections were examined for both the AM and PM peak hours for each scenario.

Future 2020 Traffic Volume And Peak Hour Level Of Service

Year 2020 projected background traffic volumes at the key intersections in the study area were derived by applying a growth factor to the existing 2005 volumes shown in ***Figure 3.*** The growth factor was calculated by comparing existing 2005 traffic volumes at the major intersections in the study area (SW Hall Boulevard at SW Allen Boulevard and SW Denny Road) to the projected 2020 traffic volumes in the City of Beaverton current Transportation Improvement Plan (TIP). The comparison was based on total traffic entering the intersections during the PM peak hour period. The results of these comparisons produced an annual growth rate at SW Hall Boulevard/SW Allen Boulevard of 1.8 percent and at SW Hall Boulevard/SW Denney Road of 2.1 percent. For the purpose of this report, a growth rate of 2.0 percent per year was used. The estimate future 2020 background traffic volumes were obtained by multiplying the existing volumes in ***Figure 3*** by a factor of 1.3 (2 percent for 15 years). The estimated 2020 background volumes for the key intersections in the study area are shown in ***Figure 5***. This growth rate provides conservative values for the traffic on minor streets in the study area since they provide access to mature neighborhoods and are not likely to experience the same high rate of traffic growth as the arterial streets.

In-Process Trips
In-process trips are trips generated by other developments in the study area which have been proposed but have not yet been completed. Discussions with City staff revealed that there are no other major in-process developments which would significantly impact the study area.

Table 3 shows the results of the level of service calculations for the key intersections in the study area for horizon year 2020 background traffic volumes. Compared to the existing 2005 level of service, the delays will increase slightly but all of the signalized intersections (SW Hall Boulevard/SW Allen Boulevard and SW Hall Boulevard/SW Denney Road) will operate at a level of service LOS D or better, during both the AM and PM peak hour periods. The future 2020 analysis of SW Hall Boulevard/SW Allen Boulevard is based on the future configuration of the intersection shown in the City's current Transportation Improvement Plan, which includes additional left turn lanes on SW Hall Boulevard and additional right turn lanes on SW Allen Boulevard (see ***Figure 2***-future planning TSP). The LOS for the uncontrolled local street intersections along SW Allen Boulevard and SW Hall Boulevard (i.e. SW Sabin Street, SW Metz Street, and SW 124th Avenue) will degrade as traffic increases along the major streets. However, these local street approaches were analyzed as single lane approaches when in practice they function as two lane approaches with separate turning lanes. Also, the majority of the traffic on these streets is right turning traffic, which based on field observations experiences little if any actual delay.

Table 3: Levels of Service - Year 2020 Background Traffic Volumes

Intersection	**AM Peak Hour**			**PM Peak Hour**		
	Signalized Intersection					
	Avg Vehicle Delay (Sec/Veh)	***V/C Ratio***	**LOS**	**Avg Vehicle Delay (Sec/Veh)**	***V/C Ratio***	**LOS**
SW Hall Boulevard/SW Allen Boulevard Existing Configuration	63.9	1.00	E	82.1	1.10	F
SW Hall Boulevard/SW Allen Boulevard Future Configuration (Addition Turn Lanes)	36.6	.0.87	D	51.9	0.95	D
SW Hall Boulevard/SW Denny Road	12.5	0.63	B	49.6	0.95	D
	Minor Street Stop Control					
	Avg Vehicle Delay (Sec/Veh)	**LOS**		**Avg Vehicle Delay (Sec/Veh)**	**LOS**	
SW Hall Boulevard/SW Sabin Street Critical Leg - WB	18.5	C		56.4	F	
SW Hall Boulevard/SW Metz Street Critical Leg - WB	>50	F		>50	F	
SW Allen Boulevard/SW 124th Avenue Critical Leg - WB	34.0	D		>50	F	
SW 124th Avenue/SW Sabin Street Critical Leg - EB	8.6	A		8.7	A	
SW Lombard Avenue/SW Bruce Lane Critical Leg - EB	10.0	B		12.3	B	

Trip Generation
This analysis addresses the traffic impacts of the proposed CPA and ZMA to establish new zoning for properties located between SW Hall Boulevard and SW 124th Avenue in the vicinity of SW Sabin Street. The impact was examined by comparing reasonable worst case development scenarios of the property under the existing R7, Urban Standard Density Zoning (Scenario No 1) and the proposed R1, Urban High Density Zoning (Scenario No 2) and R2, Medium Density Zoning (Scenario No 3). The vehicle trips generated by the each development scenarios were estimated using the standard trip generation rates from the ***ITE Trip Generation Report (7th Edition)***. It should be noted that the proposed zoning site contains 22 existing properties and that trip from these properties already exist on the surrounding roadway system. Therefore, the traffic impact of each buildout scenario will be evaluated based on the additional trips generated (i.e. buildout scenario trips minus existing trips).

The proposed site contains 22 existing parcels of land with a total net acreage of approximately 5.24 acres, excluding existing streets. The reasonable worst-case development scenario for existing R7 Zoning is based on the maximum development potential of these properties with a minimum of 7,000 square feet of available land area for each dwelling unit. Based on these assumptions, a maximum of 32 dwelling units could be developed under the existing R7 Zoning designation as calculated by:

R7 Zoning (Buildout) = 32 Dwelling Units (Single Family Home)
[(5.24 acres x 43,560 sq ft / acre)]/ 7,000 sq ft per dwelling Unit

As shown in ***Table 4***, buildout of the existing R7 Zoning is anticipated to generate 95 **additional** trips on the adjacent roadway system during a typical weekday, including 7 in the AM peak hour and 10 in the PM peak hour

Table 4: Estimate Trip Generation for Buildout of the Existing R7 Zoning Designation Scenario No 1

ITE Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Proposed R7 Development Scenario ITE Code 210 (Single Family Home) 32 Proposed Dwelling Units	306	24	6	18	32	20	12
Existing Single Family Homes ITE Code 210 (Single Family Home) 22 Existing Dwelling UNits	-211	-17	-4	-13	-22	-14	-8
Additional Trips	**95**	**7**	**2**	**5**	**10**	**6**	**4**

The reasonable worst-case development scenario for the proposed R1 Zoning is based on the maximum development potential of the properties with a minimum of 1,000 square feet of available land area for each dwelling unit. However, it is assumed that 20 percent of the available acreage would be required to provide on-site access to the dwelling units. Based on these assumptions, a maximum of 182 dwelling units could be developed under the proposed R1 Zoning designation as calculated by:

R1 Zoning (Buildout) = 182 Dwelling Units (Residential Condominium)
[(5.24 acres x 43,560 sq ft / acre) X (0.80)]/ 1,000 sq ft per dwelling unit

As shown in ***Table 5***, buildout of the site under the proposed R1, Urban High Density zoning designation is anticipated to generated 856 **additional** trips on the surrounding roadway system during a typical weekday, including 63 during the AM peak hour and 73 during the PM peak hour.

Table 5: Estimate of Trip Generation for Proposed R1 Zoning Designations Scenari No 2

ITE Land Use 230 Residential Attached Dwellings	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Proposed R1 Development 182 Proposed Dwelling Units	1067	80	14	66	95	64	31
Existing Single Family Homes ITE Code 210 (Single Family Home) 22 Existing Dwelling UNits	-211	-17	-4	-13	-22	-14	-8
Additional Trips	**856**	**63**	**10**	**53**	**73**	**50**	**23**

The reasonable worst-case development scenario for the proposed R2 Zoning District is based on the maximum development potential of the properties with a minimum of 2,000 square feet of available land area for each dwelling unit. However, it is assumed that 20 percent of the available acreage would be required to provide on-site access to the dwelling units. Based on these assumptions, a maximum of 91 dwelling units could be developed under the proposed R2 Zoning designation as calculated by:

R2 Zoning (Buildout) = 91 Dwelling Units (Residential Condominium)
[(5.24 acres x 43,560 sq ft / acre) X (0.80)]/ 2,000 sq ft per dwelling unit

As shown in ***Table 6***, buildout of the site under the proposed R2, Urban Medium Density zoning designation is anticipated to generate 533 trips on the surrounding roadway system during a typical weekday, including 40 during the AM peak hour and 47 during the PM peak hour.

Table 6: Estimate of Trip Generation for Proposed R2 Zoning Designations Scenario No 3

ITE Land Use 230 Residential Attached Dwellings	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Proposed R2 Development 91 Proposed Dwelling Units	533	40	7	33	47	31	16
Existing Single Family Homes ITE Code 210 (Single Family Home) 22 Existing Dwelling UNits	-211	-17	-4	-13	-22	-14	-8
Additional Trips	**322**	**23**	**3**	**20**	**25**	**17**	**8**

Table 7 contains a summary of the estimated additional trips generated on the surrounding roadway system for each of the development scenarios evaluated for the proposed CPA and ZMA.

Table 7: Summary of Additional Trip Generated By Proposed Development Scenarios

Development Scenario	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Proposed R7 Development Scenario ITE Code 210 (Single Family Home) 32 Proposed Dwelling Units Additional Tips	149	7	2	5	10	6	4
Proposed R1 Development 182 Proposed Dwelling Units Additional Trips	856	63	10	53	73	50	23
Proposed R2 Development 91 Proposed Dwelling Units Additional Trips	322	23	3	20	25	17	8

Distribution and Assignment of Development Generated Traffic
The directional distribution of traffic generated by the proposed zoning district was determined by analyzing the existing travel patterns along SW 124th Avenue in the vicinity of the site. ***Figure 6*** shows the trip distribution and directional assignments for the R7 zoning designation (Scenario No 1), ***Figure 7*** shows the assignments for the R1 zoning designation (Scenario No 2), and ***Figure 8*** shows assignments for R2 zoning designation (Scenario No 3).

Future 2020 Traffic Volumes and Intersection Capacity
The traffic impact of each development scenario was determined by adding the estimated trips generated by each scenario to the projected background traffic for Year 2020 shown in ***Figure 5***. The total future 2020 traffic for the R7 zoning scenario is shown in ***Figure 8***, the total future 2020 traffic for the R1 zoning scenario is shown in ***Figure 10***, and the total future 2020 traffic for the R2 zoning scenario is shown in ***Figure 11***. The total future 2020 traffic volumes for each scenario were then analyzed to determine what if any effect these volumes have on the level of service at the key intersections in the study area. The level of service was calculated using Highway Capacity Software and the procedures in the ***Highway Capacity Manual (2000)*** for signalized and unsignalized intersections.

The results of the intersection LOS calculations for total future 2020 traffic conditions under each of the zoning scenarios are summarized in ***Table 8*** (R7 Zoning), ***Table 9*** (R1 Zoning) and ***Table 10*** (R2 Zoning). Based on a comparison of the existing R7 zoning scenario with the proposed R1 and R2 zoning scenarios, study area intersections will experience a slight increase in delay. However, the LOS which would have occurred if the CPA and ZMA had not been implemented (Scenario No 1) is maintained, as required by City Code.

Table 8: Levels of Service – Total Future 2020 Traffic Volumes
Existing R7 Zoning Designation (Scenario No 1)

Intersection	AM Peak Hour			PM Peak Hour		
	Signalized Intersection					
	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS
SW Hall Boulevard/SW Allen Boulevard Future Configuration	40.0	0.85	D	51.9	0.95	D
SW Hall Boulevard/SW Denny Road	12.5	0.63	B	46.5	0.95	D
	Minor Street Stop Control					
	Avg Vehicle Delay (Sec/Veh)	LOS		Avg Vehicle Delay (Sec/Veh)	LOS	
SW Hall Boulevard/SW Sabin Street Critical Leg - WB	18.7	C		>50	F	
SW Hall Boulevard/SW Metz Street Critical Leg - WB	>50	F		>50	F	
SW Allen Boulevard/SW 124th Avenue Critical Leg - WB	33.8	D		>50	F	
SW 124th Avenue/SW Sabin Street Critical Leg - EB	8.7	A		8.7	A	
SW Lombard Avenue/SW Bruce Lane Critical Leg - EB	10.0	B		12.3	B	

Table 9: Levels of Service – Total Future 2020 Traffic Volumes
Proposed R1 Zoning Designation (Scenario No 2)

Intersection	AM Peak Hour			PM Peak Hour		
	Signalized Intersection					
	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS
SW Hall Boulevard/SW Allen Boulevard	40.2	0.85	D	52.3	0.96	D
SW Hall Boulevard/SW Denny Road	12.6	0.64	B	47.0	0.96	D
	Minor Street Stop Control					
	Avg Vehicle Delay (Sec/Veh)	LOS		Avg Vehicle Delay (Sec/Veh)	LOS	
SW Hall Boulevard/SW Sabin Street Critical Leg - WB	19.4	C		>50	F	
SW Hall Boulevard/SW Metz Street Critical Leg - WB	>50	F		>50	F	
SW Allen Boulevard/SW 124th Avenue Critical Leg - WB	35.9	D/E		>50	F	
SW 124th Avenue/SW Sabin Street Critical Leg - EB	8.8	A		8.9	A	
SW Lombard Avenue/SW Bruce Lane Critical Leg - EB	10.1	A		12.4	B	

Table 10: Levels of Service – Total Future 2020 Traffic Volumes
Proposed R2 Zoning Designation (Scenario No 3)

Intersection	AM Peak Hour			PM Peak Hour		
	Signalized Intersection					
	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS	Avg Vehicle Delay (Sec/Veh)	*V/C Ratio*	LOS
SW Hall Boulevard/SW Allen Boulevard	40.1	0.85	D	52.1	0.95	D
SW Hall Boulevard/SW Denny Road	12.5	0.64	B	46.6	0.95	D
	Minor Street Stop Control					
	Avg Vehicle Delay (Sec/Veh)	LOS		Avg Vehicle Delay (Sec/Veh)	LOS	
SW Hall Boulevard/SW Sabin Street Critical Leg - WB	19.0	C		>50	F	
SW Hall Boulevard/SW Metz Street Critical Leg - WB	>50	F		>50	F	
SW Allen Boulevard/SW 124th Avenue Critical Leg - WB	35.0	D/E		>50	F	
SW 124th Avenue/SW Sabin Street Critical Leg - EB	8.7	A		8.7	A	
SW Lombard Avenue/SW Bruce Lane Critical Leg - EB	10.1	A		12.4	B	

Signal Warrant Analysis

A preliminary traffic signal warrant analysis of the two major warrants in the ***Manual of Uniform Traffic Control Devices*** was conducted for the minor street intersection in the study area along SW Hall Boulevard and SW Allen Boulevard for the total future buildout of the R1 development option (Scenario No 2) which represents the maximum future 2020 traffic impact at these intersections.. This analysis assumed that the eighth highest hourly volume, which is the criteria for Warrants 1 and 2, was equal to the PM peak volumes shown in ***Figure 10***. The results of this analysis are shown in ***Table 11*** and indicate that future 2020 traffic volumes with buildout of the R1 zoning option (Scenario No. 2) will ***not*** meet any of the warrants evaluated. Based on the above information, a traffic signal is not recommended at this intersection.

Table 11: Signal Warrant Analysis for Perrin Sub Area Rezone

SW Hall Blvd/SW Metz/22nd St	MUTCD Criteria Volumes (Veh/Hr)		Estimated Future Volumes* (Veh/Hr)		Warrant Met?
	Major Street	Minor Street	Major Street	Minor Street	
1. Minimum Volume	10,600	2,650	42,035	1,115	No
2. Interruption of Continuous Flow	15,900	2,650	42,035	1,115	No
SW Hall Blvd/SW Sabin St	**MUTCD Criteria Volumes (Veh/Hr)**		**Estimated Future Volumes* (Veh/Hr)**		*Warrant Met?*
	Major Street	**Minor Street**	**Major Street**	**Minor Street**	
1. Minimum Volume	10,600	2,650	33,539	301	No
2. Interruption of Continuous Flow	15,900	2,650	33,539	301	No
SW Allen Blvd/SW 124th Ave	**MUTCD Criteria Volumes (Veh/Hr)**		**Estimated Future Volumes* (Veh/Hr)**		*Warrant Met?*
	Major Street	**Minor Street**	**Major Street**	**Minor Street**	
1. Minimum Volume	10,600	2,650	44,389	796	No
2. Interruption of Continuous Flow	15,900	2,650	44,389	796	No

Future traffic volumes assumed equal to PM peak hour volumes shown in **Figure 10*

CONCLUSION

Based on the results of the analysis described in this report, it is concluded that the traffic impact of amending the City of Beaverton Comprehensive Plan (CPA) and Zone Map (ZMA) to establish a R1, Urban High Density Zoning or a R2, Urban Medium Density Zoning for the property located between SW Hall Boulevard and SW 124th Avenue in the vicinity of SW Sabin Street are negligible compared to the potential development under the existing R7 Zoning. All key intersections in the study area will maintain the level of service which would have occurred if the CPA and ZMA had not been implemented and no mitigation is required.

Sincerely,

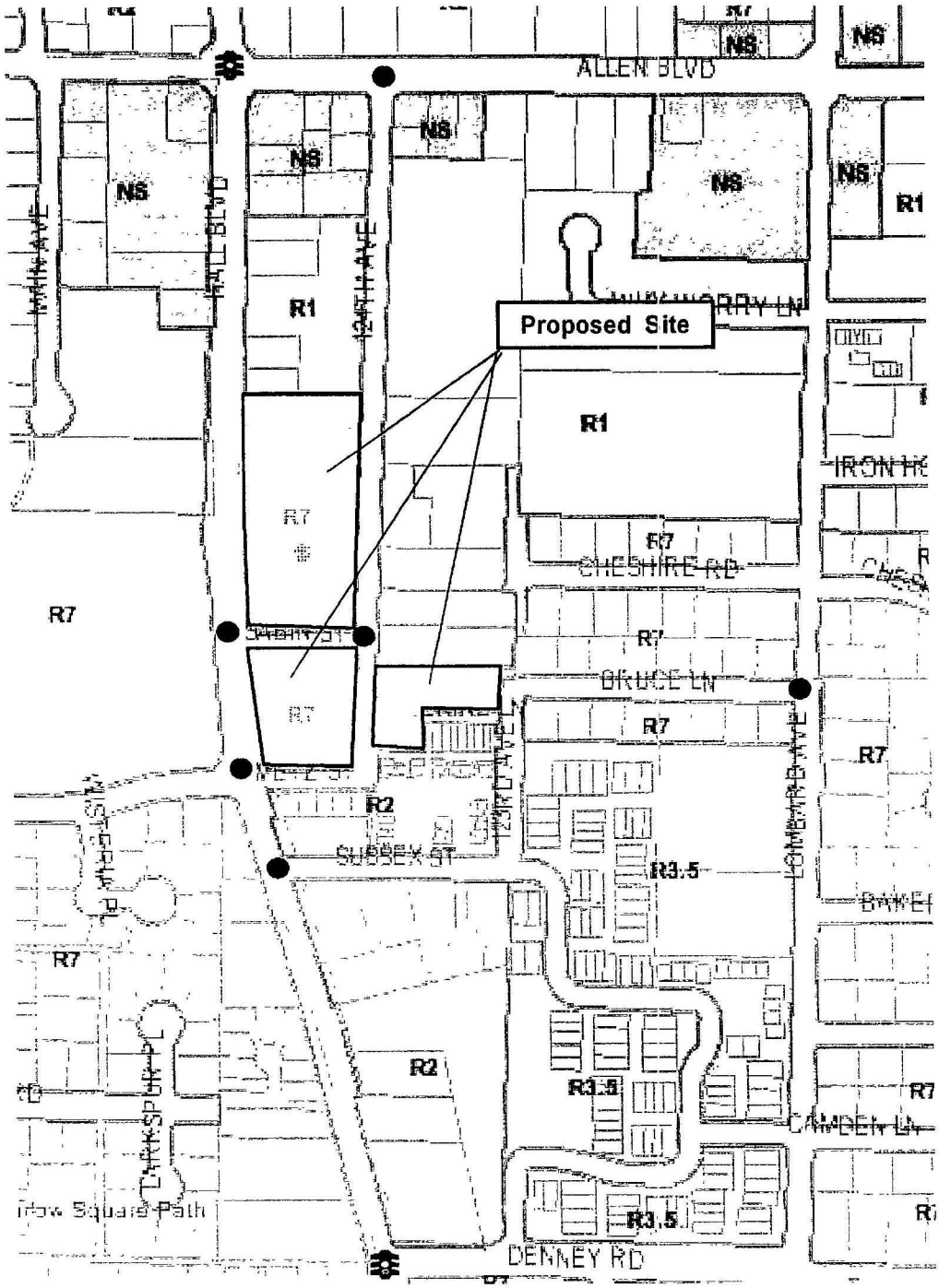
John I. Irwin, PE
Traffic Engineer

Attachments

REGISTERED PROFESSIONAL ENGINEER 2370 OREGON JULY 14, 1972 JOHN I IRWIN

RENEWAL 6/30/2005

Figure 1: Site Area And Vicinity Map



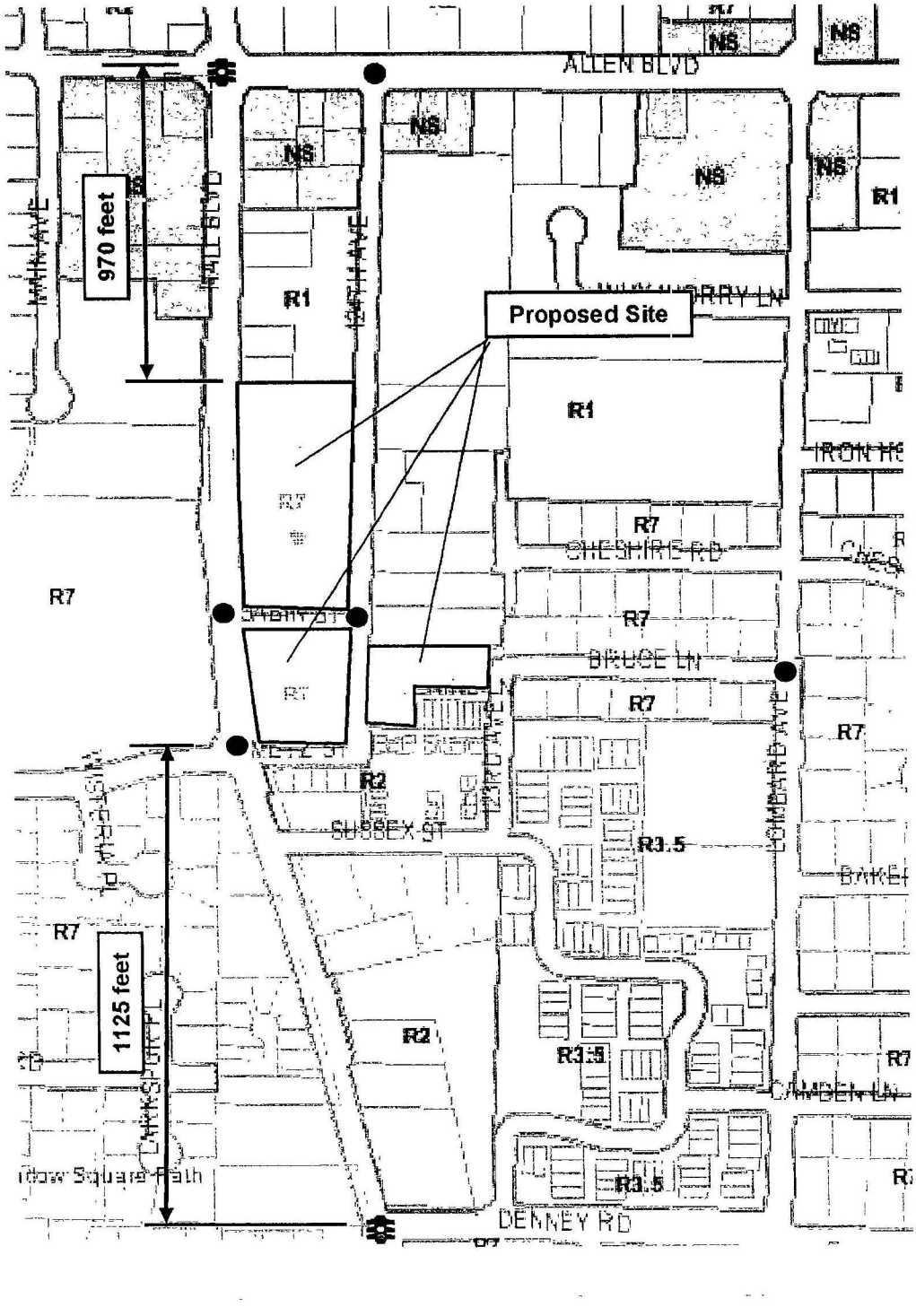
Proposed Site - 22 Existing Parcels
Net Acreage - 5.24 Acres (228,254 square feet)

N

Drawing Not To Scale

Proposed Sub Area

Figure 1A: Area Of Influence Map For The Proposed Site



Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

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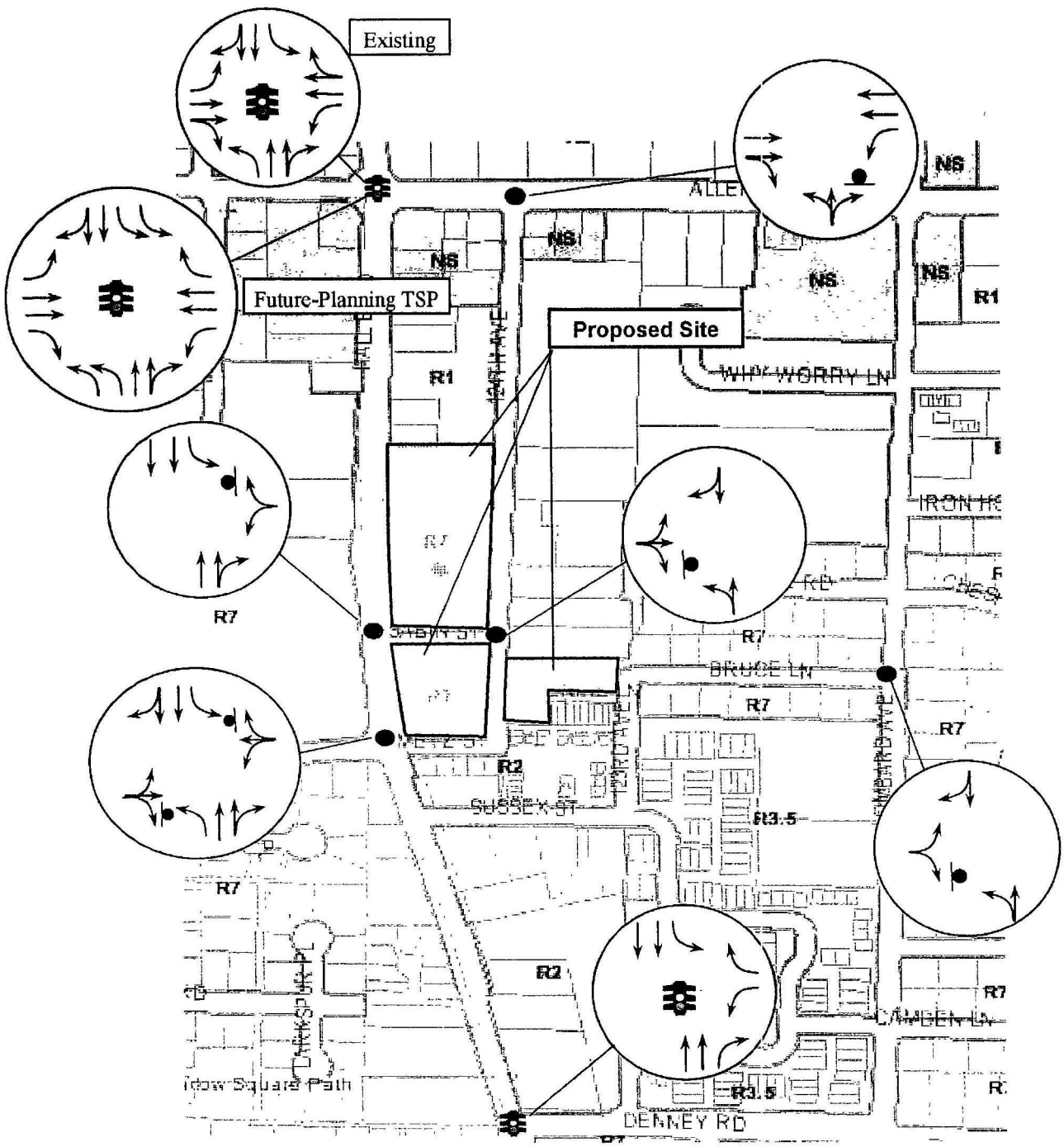
Figure 2: Study Area Intersections And Existing Lane Configurations

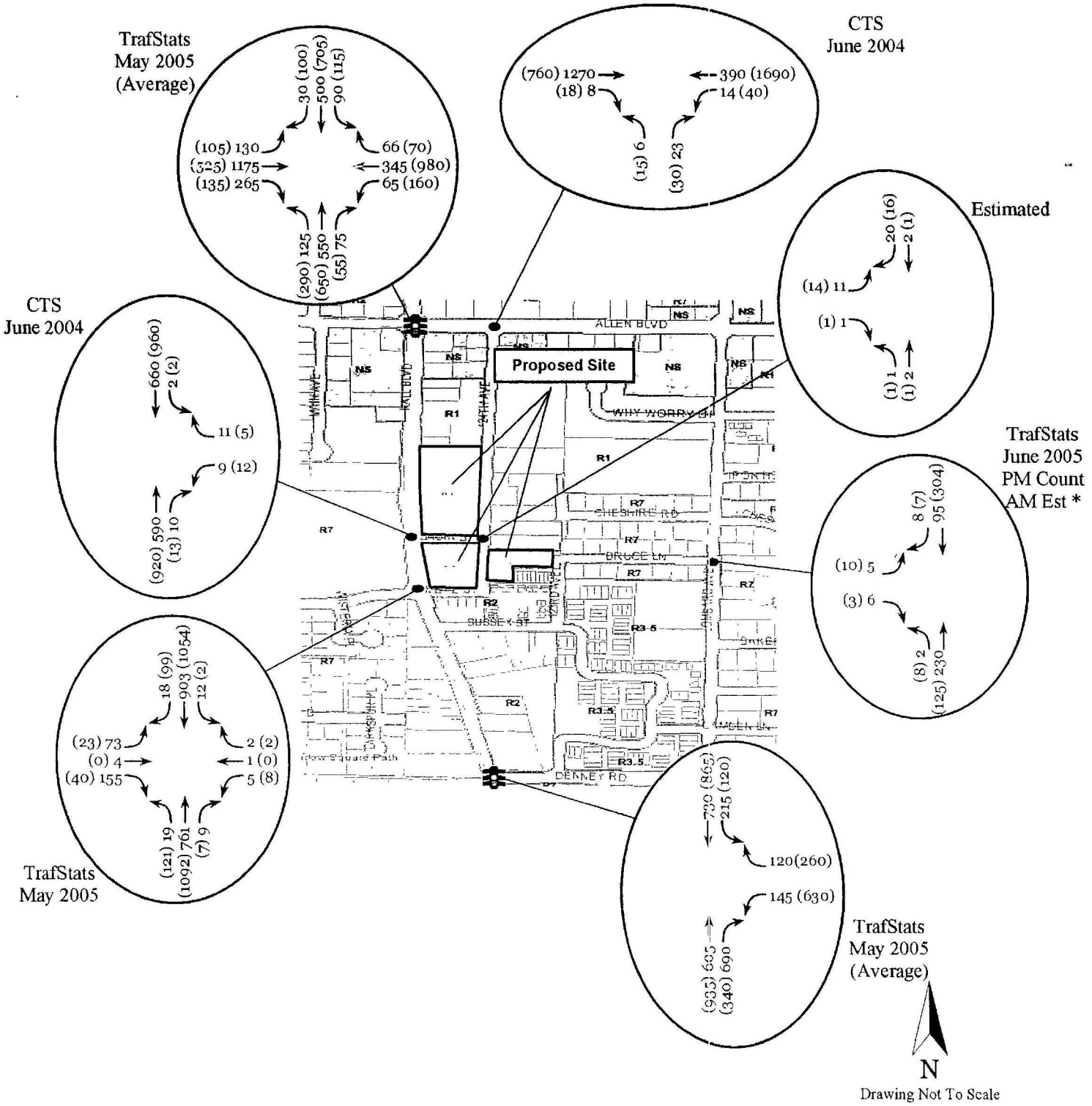


N

Drawing Not To Scale

Proposed SubArea

Figure 3: Recent Weekday Peak Hour Traffic Volumes In The Vicinity Of Proposed Site



* AM Peak estimated to be 75% of PM Peak but in opposite direction

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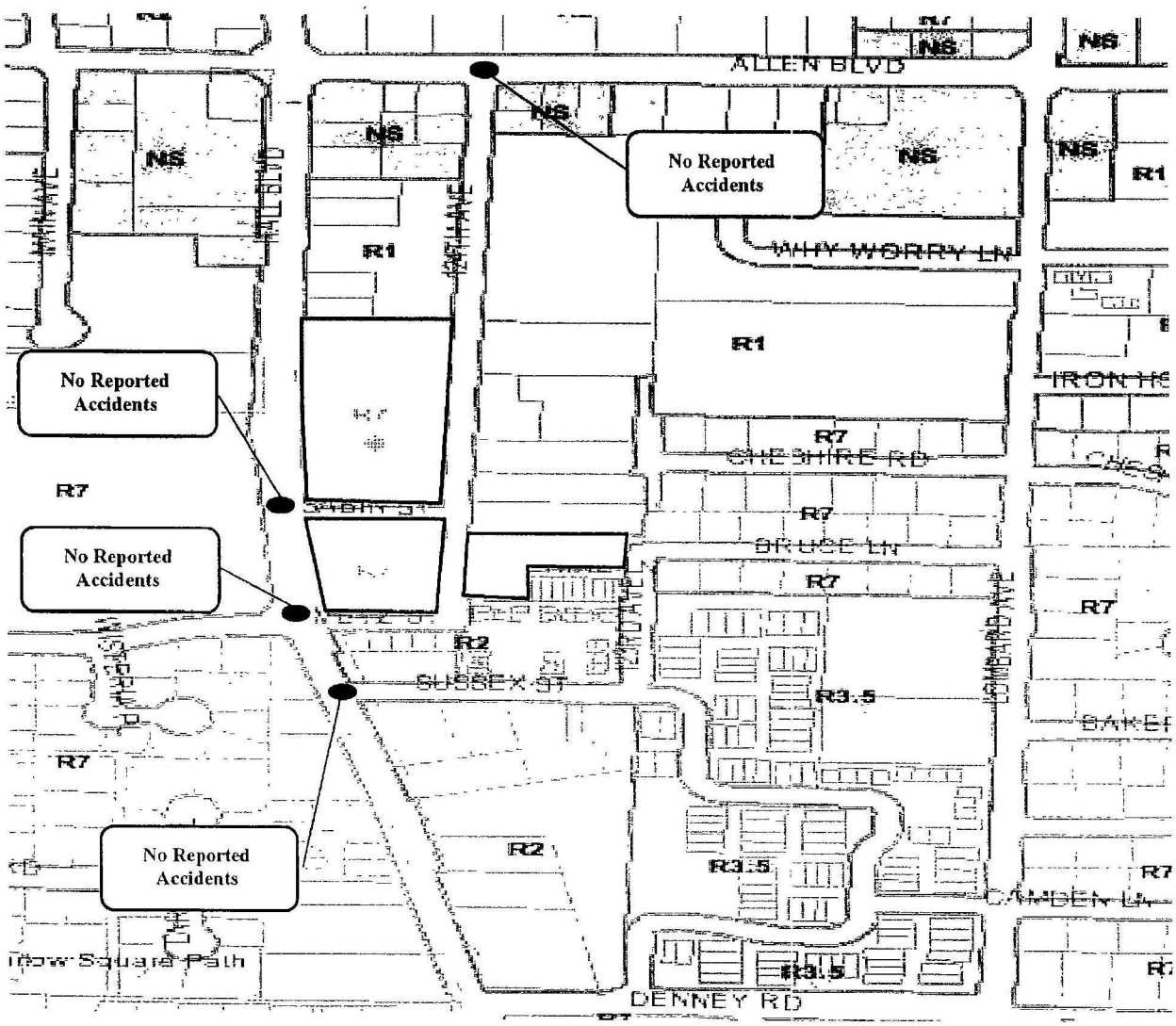
Figure 4: Traffic Safety Patterns Throughout The Study Area (January 2001 to December 2003)



N

Drawing Not To Scale

Key:

RE	=	Rear-End
S/S	=	Sideswipe
Fix Obj	=	Fixed Object
PDO	=	Property Damage
INJ	=	Injury
FAT	=	Fatality
Crash Rate	=	Average Number of Incidents Per Million Entering Vehicles

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

CTS ENGINEERS

Figure 5: Future 2020 Background Weekday Peak Hour Traffic Volumes In The Vicinity Of Proposed Site

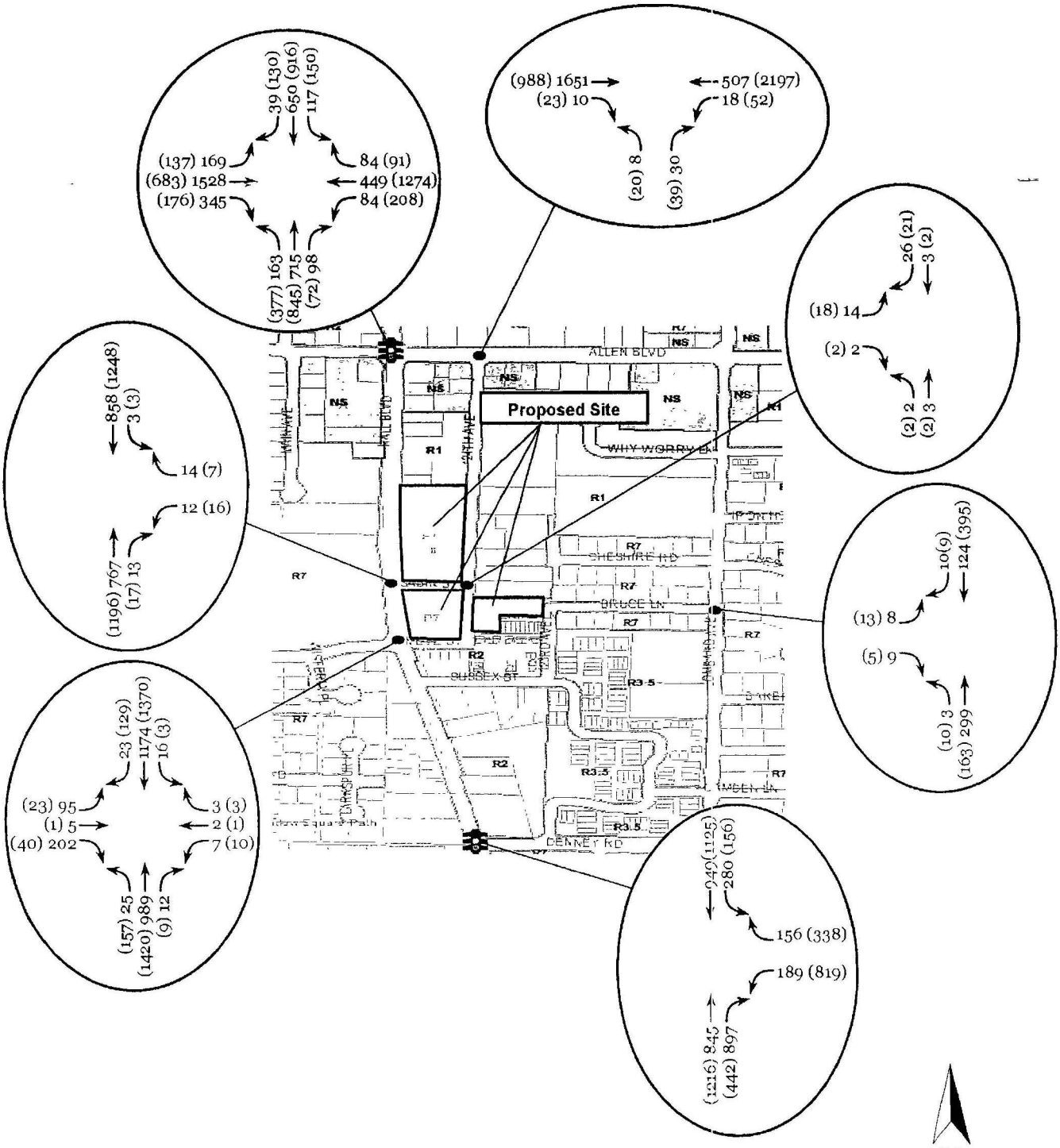


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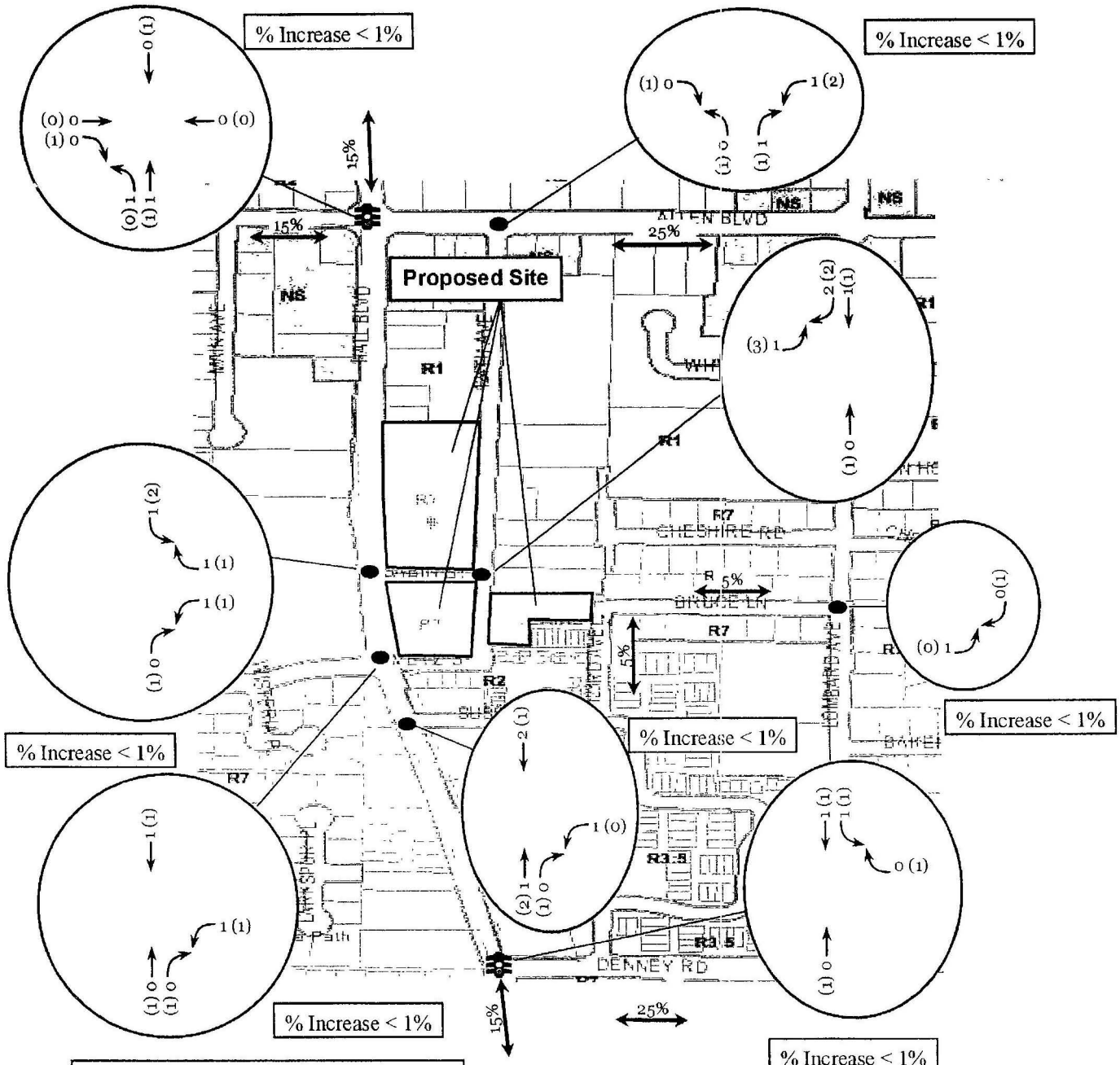
Figure 6: Additional Weekday Peak Hour Trips Generated By Buildout Of Existing R7 Zoning Designation (Scenario No 1)



Trip Generation - R7 Zoning	In	Out
AM (Proposed)	6	18
AM (Existing)	-4	-13
AM (Net Increase)	**2**	**5**
PM (Proposed)	20	12
PM (Existing)	-14	-8
PM (Net Increase)	**6**	**4**

% Increase = New Trips / Total Entering 2020 PM Peak Hour Volume

N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

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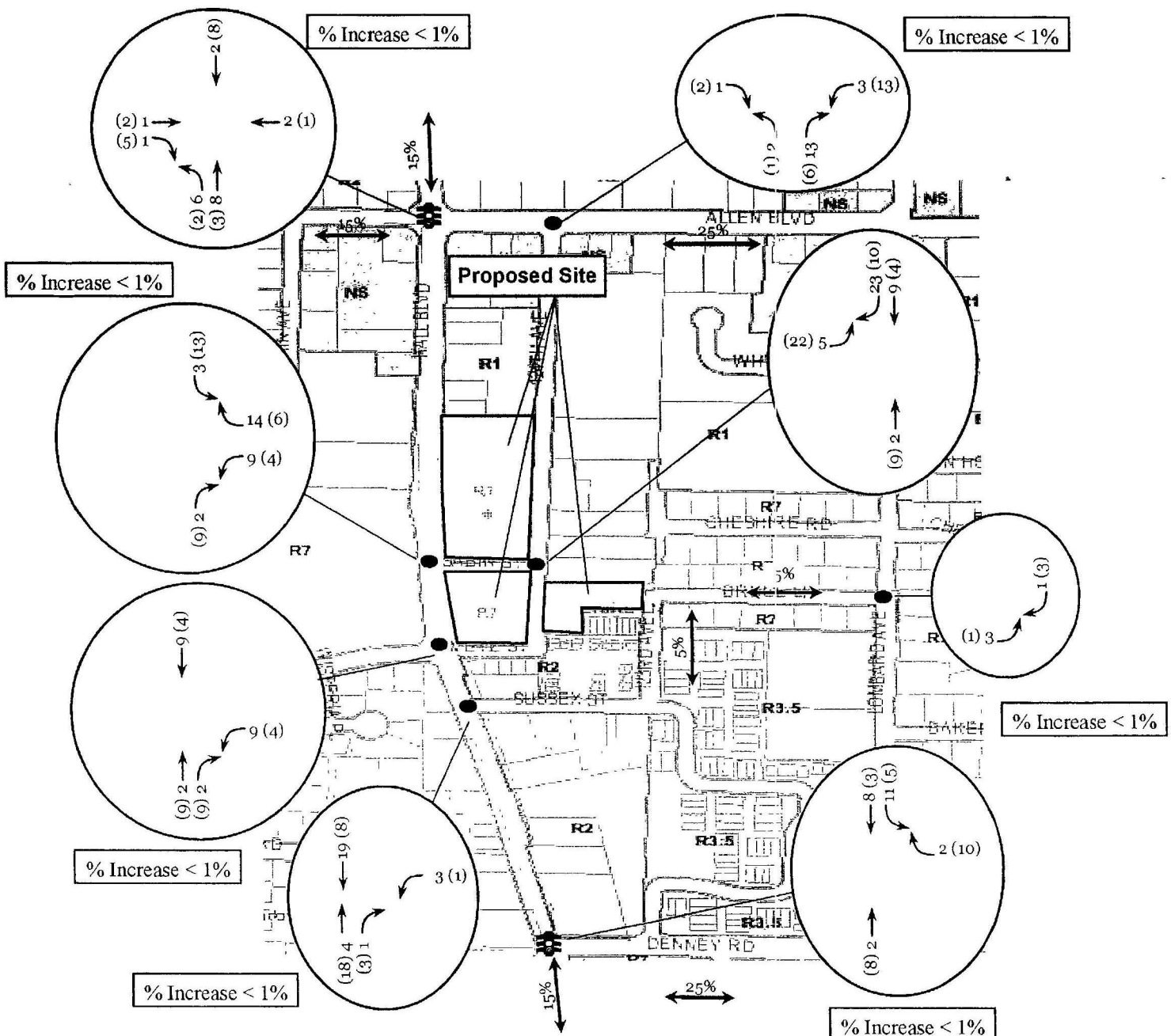
Figure 7: Weekday Peak Hour Trips Generated By Buildout Of Proposed R1 Zoning Designation (Scenario No 2)



Trip Generation - R1 Zoning	In	Out
AM (Proposed)	14	66
AM (Existing)	-4	-13
AM (Net Increase)	**10**	**53**
PM (Proposed)	64	31
PM (Existing)	-14	-8
PM (Net Increase)	**50**	**23**

% Increase = New Trips / Total Entering 2020 PM Peak Hour Volume

N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

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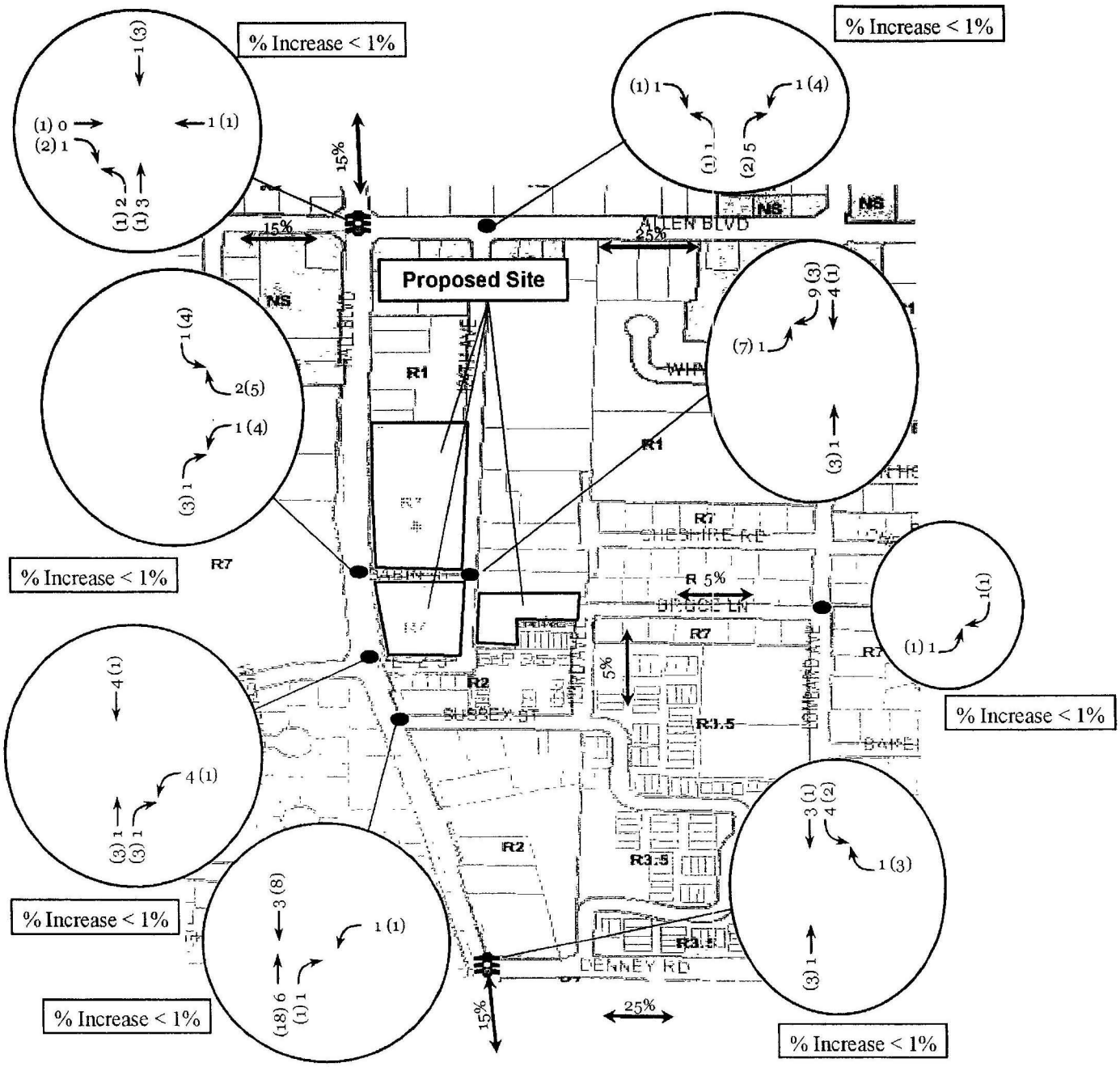
Figure 8: Weekday Peak Hour Trips Generated By Buildout Of Proposed R2 Zoning Designation (Scenario No 3)



Trip Generation - R2 Zoning	In	Out
AM (Proposed)	7	33
AM (Existing)	-4	-13
AM (Net Increase)	**3**	**20**
PM (Proposed)	31	16
PM (Existing)	-14	-8
PM (Net Increase)	**17**	**8**

% Increase = New Trips / Total Entering 2020 PM Peak Hour Volume

N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

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Figure 9: Total Future 2020 Weekday Peak Hour Traffic Volumes For Buildout Of Existing R7 Zoning Designation (Scenario No 1)

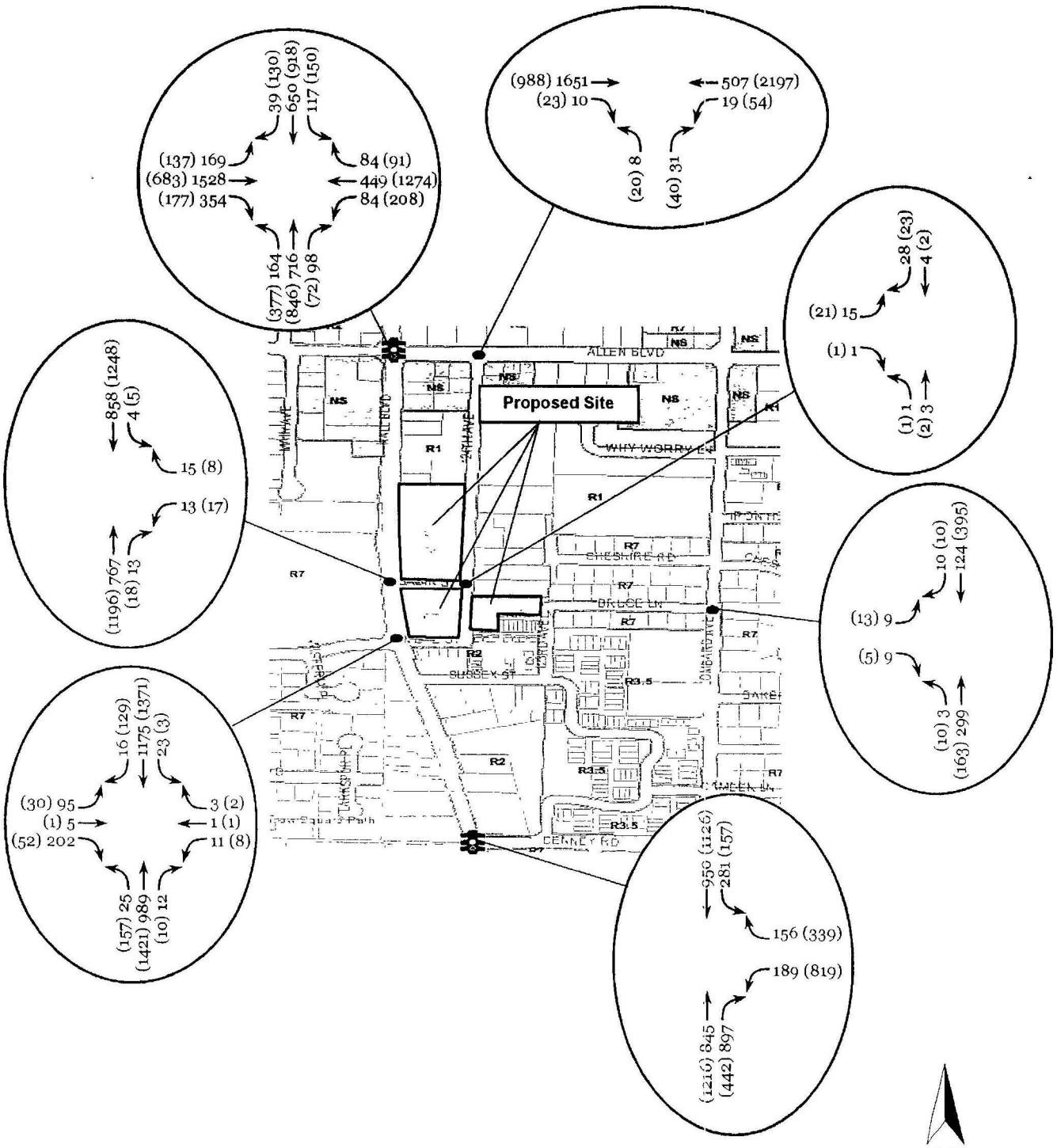

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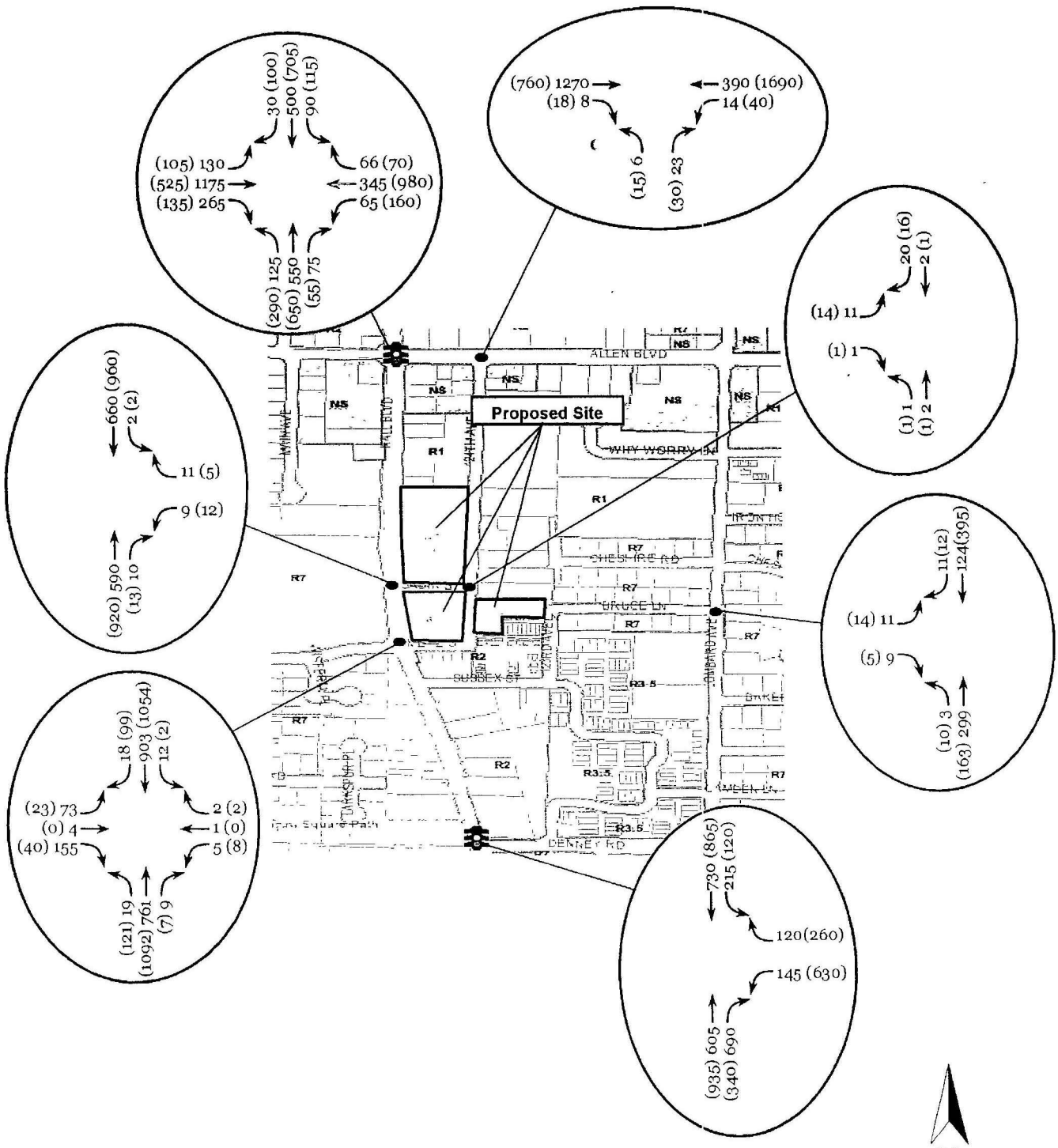
Figure 10: Total Future 2020 Weekday Peak Hour Traffic Volumes For Buildout Of Proposed R1 Zoning Designation (Scenario No 2)



N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Sub Area

Proposed Roadway

AM(PM) Peak Hour Volumes

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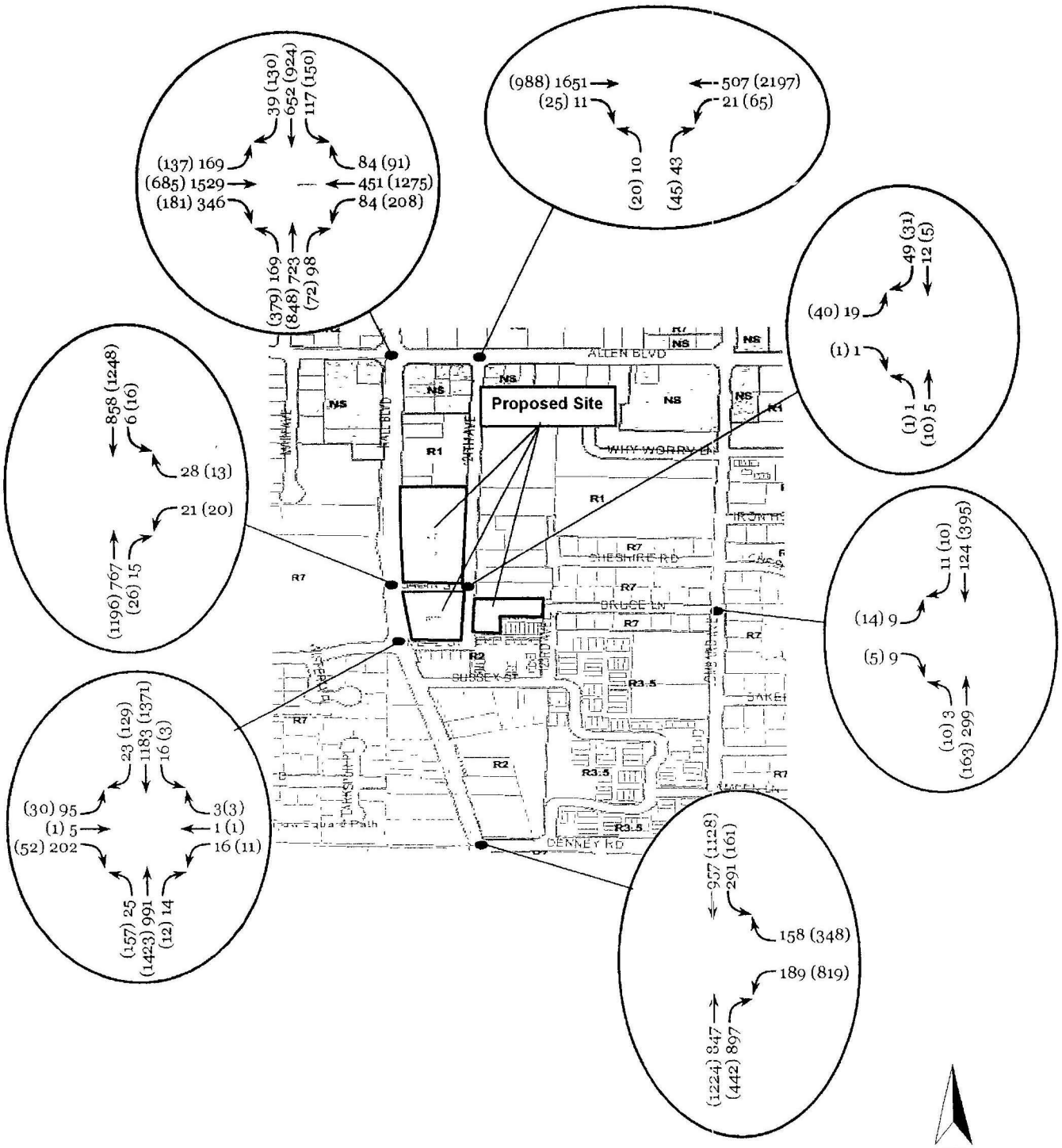
Figure 11: Total Future 2020 Weekday Peak Hour Traffic Volumes For Buildout Of Proposed R2 Zoning Designation (Scenario No 3)



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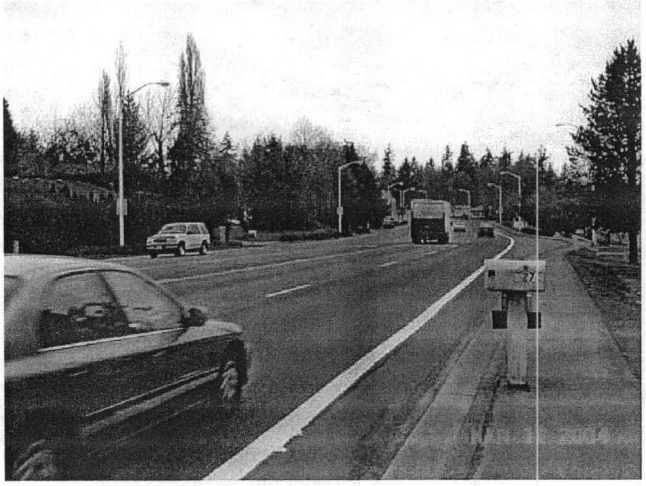
TECHNICAL APPENDIX

Attached is the Technical Appendix for the CTS Engineers traffic impact study for Project OR04.019.T02, Perrin Sub Area Rezone. It includes the following information:

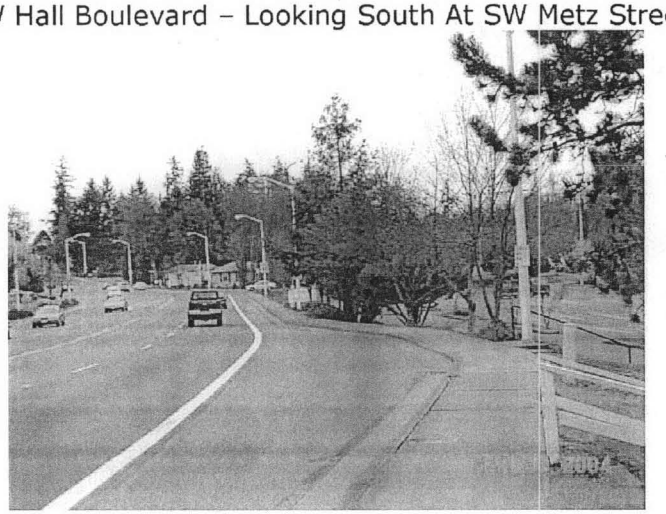
1. Photos of the Proposed Site And Surrounding Roadway System
2. Trip Generation Worksheets
3. Manual Turning Movement Counts
4. Warrant Analysis
5. Crash Analysis
6. Traffic Analysis – Existing Traffic Conditions - 2005
7. Traffic Analysis – Future Background Traffic Conditions – 2020
8. Traffic Analysis – Total Future 2020 Traffic Conditions – Buildout of R7 Zoning Option (Scenario No 1)
9. Traffic Analysis – Total Future 2020 Traffic Conditions – Buildout of R1 Zoning Option (Scenario No 2
10. Traffic Analysis – Total Future 2020 Traffic Conditions – Buildout of R2 Zoning Option (Scenario No 3)

PERRIN SUB AREA REZONE
BEAVERTON, OREGON
TYPICAL VIEWS

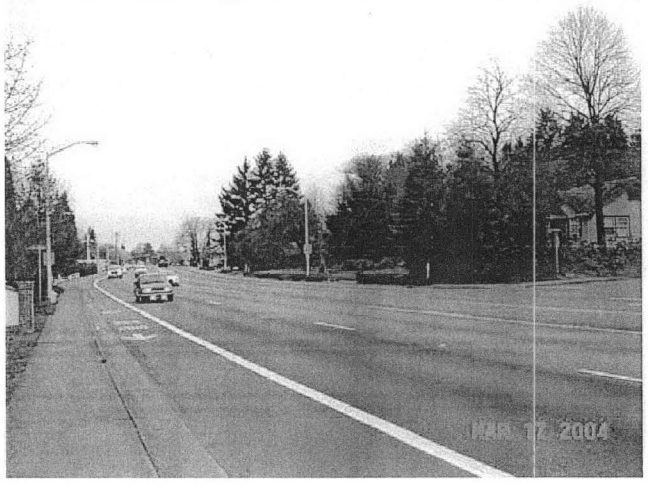
SW Hall Boulevard – Looking South In Vicinity Of SW Sabin Street



SW Hall Boulevard – Looking South At SW Metz Street



SW Hall Boulvard – Looking North From Vicinity Of SW Sabin Street



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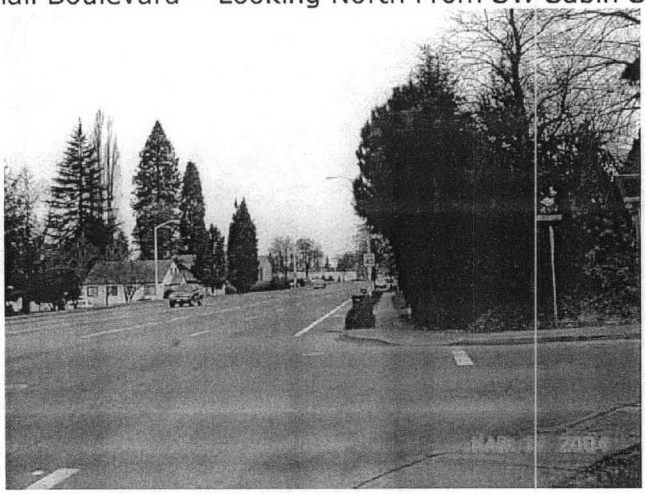
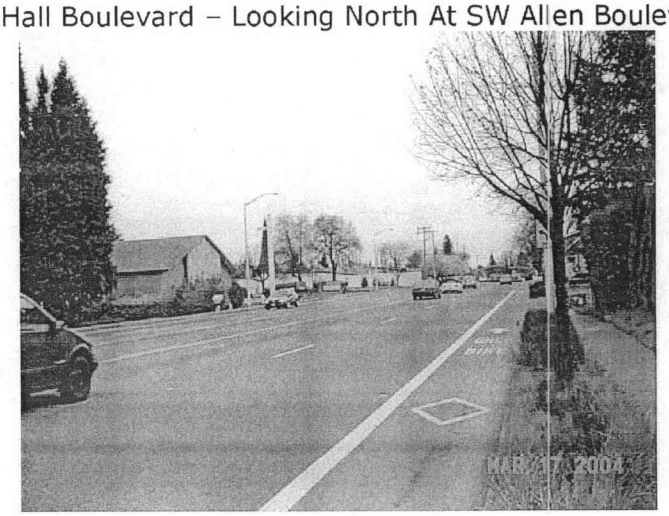
PERRIN SUB AREA REZONE
BEAVERTON, OREGON
TYPICAL VIEWS

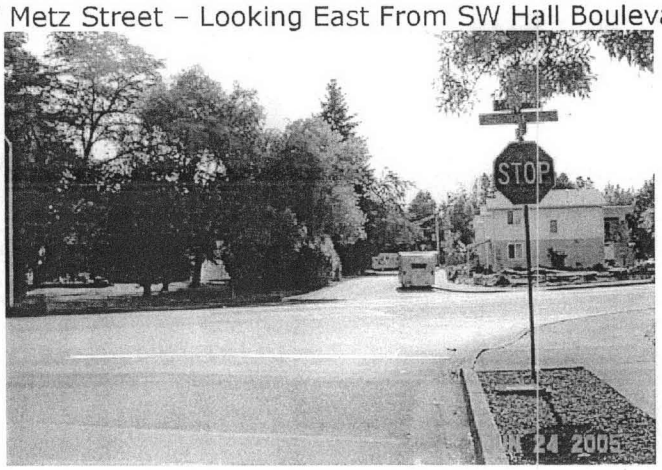
SW Hall Boulevard – Looking North From SW Sabin Street



SW Hall Boulevard – Looking North At SW Allen Boulevard



SW Metz Street – Looking East From SW Hall Boulevard



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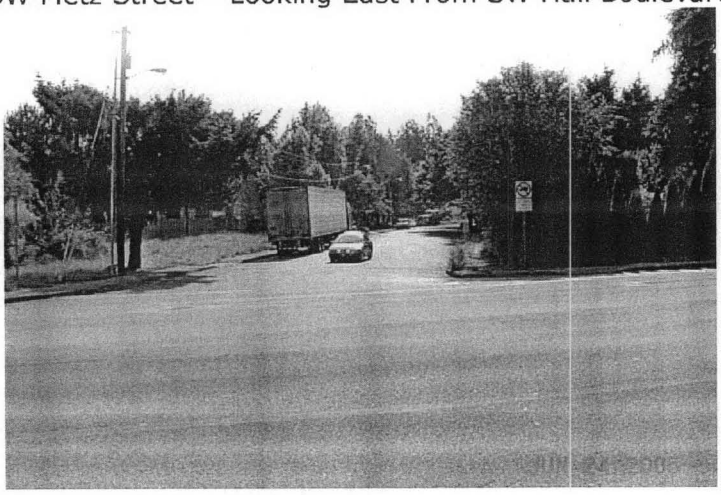
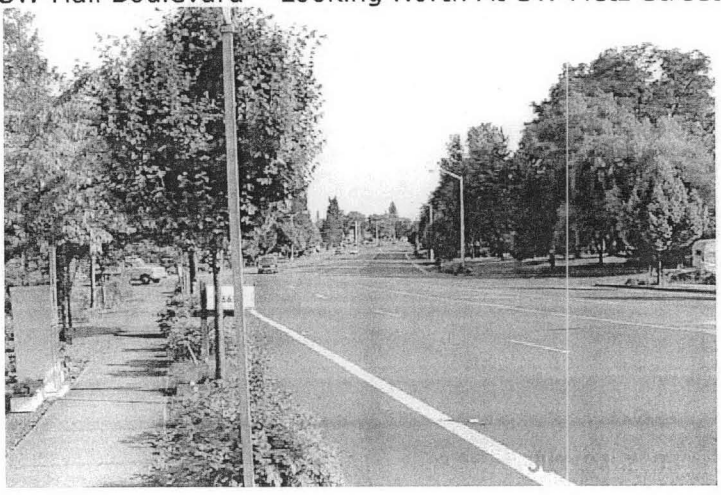
PERRIN SUB AREA REZONE
BEAVERTON, OREGON
TYPICAL VIEWS

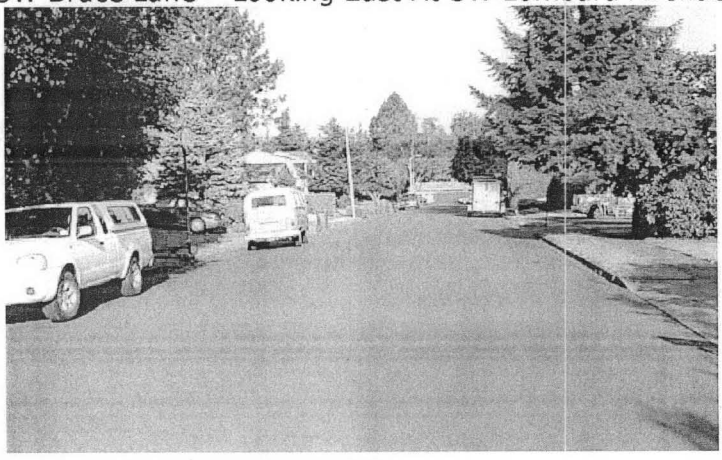
SW Metz Street – Looking East From SW Hall Boulevard



SW Hall Boulevard – Looking North At SW Metz Street



SW Bruce Lane – Looking East At SW Lombard Avenue



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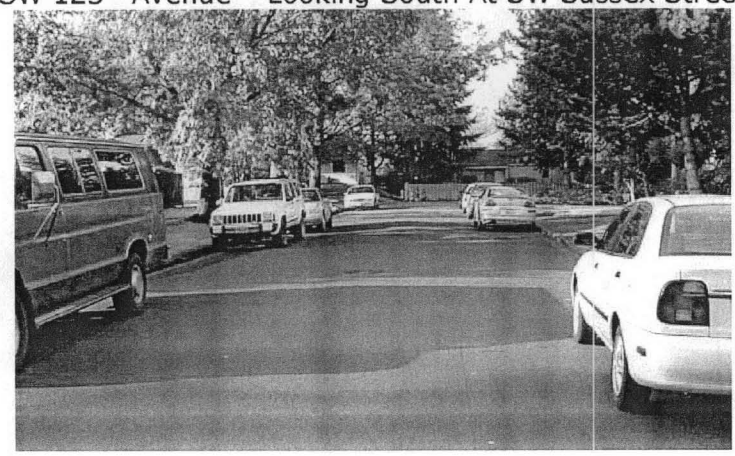
PERRIN SUB AREA REZONE
BEAVERTON, OREGON
TYPICAL VIEWS

SW 123rd Avenue – Looking South At SW Sussex Street



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TRIP GENERATION WORKSHEET
RATES

Development: Perrin Sub Area Rezone
Size: 22 Existing Lots

ITE Land Use Code: Single Family Homes, Code 210
(7th Edition)
Variable: Number of Homes (H)

Total Weekday Trips
T = 9.57x(H)

	Enter	Exit	Total
Vehicle Trips	106	105	211
Site Distribution	50%	50%	100%

Weekday AM Peak Hour Trips
T = 0.75x(H)

	Enter	Exit	Total
Vehicle Trips	4	13	17
Site Distribution	25%	75%	100%

Weekday PM Peak Hour Trips
T= 1.01x(H)

	Enter	Exit	Total
Vehicle Trips	14	8	22
Site Distribution	63%	37%	100%

TRIP GENERATION WORKSHEET
RATES

Development:	Perrin Sub Area Rezone
Size:	32 Maximum Lots
ITE Land Use Code: (7th Edition)	Single Family Homes, Code 210
Variable:	Number of Homes (H)

Total Weekday Trips

T = 9.57x(H)

	Enter	Exit	Total
Vehicle Trips	153	153	306
Site Distribution	50%	50%	100%

Weekday AM Peak Hour Trips

T = 0.75x(H)

	Enter	Exit	Total
Vehicle Trips	6	18	24
Site Distribution	25%	75%	100%

Weekday PM Peak Hour Trips

T= 1.01x(H)

	Enter	Exit	Total
Vehicle Trips	20	12	32
Site Distribution	63%	37%	100%

TRIP GENERATION WORKSHEET
RATES

Development: Perrin Sub Area Rezone
Size: 182 Units

ITE Land Use Code: Condominiums/Townhouses, Code 230 (7th Edition)

Variable: Number of Units (H)

Total Weekday Trips
T = 5.86x(H)

	Enter	Exit	Total
Vehicle Trips	534	533	1067
Site Distribution	50%	50%	100%

Weekday AM Peak Hour Trips
T = 0.44x(H)

	Enter	Exit	Total
Vehicle Trips	14	66	80
Site Distribution	17%	83%	100%

Weekday PM Peak Hour Trips
T= 0.52x(H)

	Enter	Exit	Total
Vehicle Trips	64	31	95
Site Distribution	67%	33%	100%

TRIP GENERATION WORKSHEET
RATES

Development: Perrin Sub Area Rezone
Size: 91 Units

ITE Land Use Code: Condominiums/Townhouses, Code 230 (7th Edition)

Variable: Number of Units (H)

Total Weekday Trips
T = 5.86x(H)

	Enter	Exit	Total
Vehicle Trips	267	266	533
Site Distribution	50%	50%	100%

Weekday AM Peak Hour Trips
T = 0.44x(H)

	Enter	Exit	Total
Vehicle Trips	7	33	40
Site Distribution	17%	83%	100%

Weekday PM Peak Hour Trips
T= 0.52x(H)

	Enter	Exit	Total
Vehicle Trips	31	16	47
Site Distribution	67%	33%	100%

AM Time Period (7:00-9:00) **SW Hall Blvd at SW Denny Road**

Count Date	Peak Hour	Data Type	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND		
			RT	TH	LT	RT	TH	LT	LT	TH	RT	LT	TH	RT
5/12/2005	7:15 - 8:15	All Vehicles	X	X	X	X	669	219	X	628	696	142	X	112
	PHF=	% Trucks (All)	X	X	X	X	3.7	4.6	X	3.5	1.4	4.2	X	11.6
	0.85	By Approach		X			3.9			2.4			7.5	
		Bicycles	0	0	0	0	1	0	X	4	0	1	0	1
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			3			13			8	
5/18/2005	7:15 - 8:15	All Vehicles	X	X	X	X	782	202	X	610	685	156	X	134
	PHF=	% Trucks (All)	X	X	X	X	3.7	4.6	X	3.5	1.4	4.2	X	11.6
	0.91	By Approach		X			3.7			2.4			7.6	
		Bicycles	X	X	X	X	1	0	X	4	0	1	X	1
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			3			13			8	
5/19/2005	7:15 - 8:15	All Vehicles	X	X	X	X	729	211	X	575	681	135	X	108
	PHF=	% Trucks (All)	X	X	X	X			X				X	
	0.86	By Approach		X			3.3			2.7			7.8	
		Bicycles	X	X	X	X	3.1	5.9	X	3	1.9	5.8	X	9.7
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			4			4			8	
AM AVERAGES	**PHF**		**EASTBOUND**			**SOUTHBOUND**			**NORTHBOUND**			**WESTBOUND**		
	0.87		**RT**	**TH**	**LT**	**RT**	**TH**	**LT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
		All Vehicles	**X**	**X**	**X**	**X**	**730**	**215**	**X**	**605**	**690**	**145**	**X**	**120**
		% Trucks (All)	**X**	**X**	**X**	**X**	**3.7**	**4.6**	**X**	**3.5**	**1.4**	**4.2**	**X**	**11.6**
		By Approach		**X**			**4**			**3**			**8**	
		Bicycles	**0**	**0**	**0**	**0**	**2**	**2**	**X**	**4**	**1**	**3**	**0**	**4**
		Pedestrians		**SOUTH**			**WEST**			**EAST**			**NORTH**	
				0			**3**			**10**			**8**	

PM Time Period (16:00-18:00)

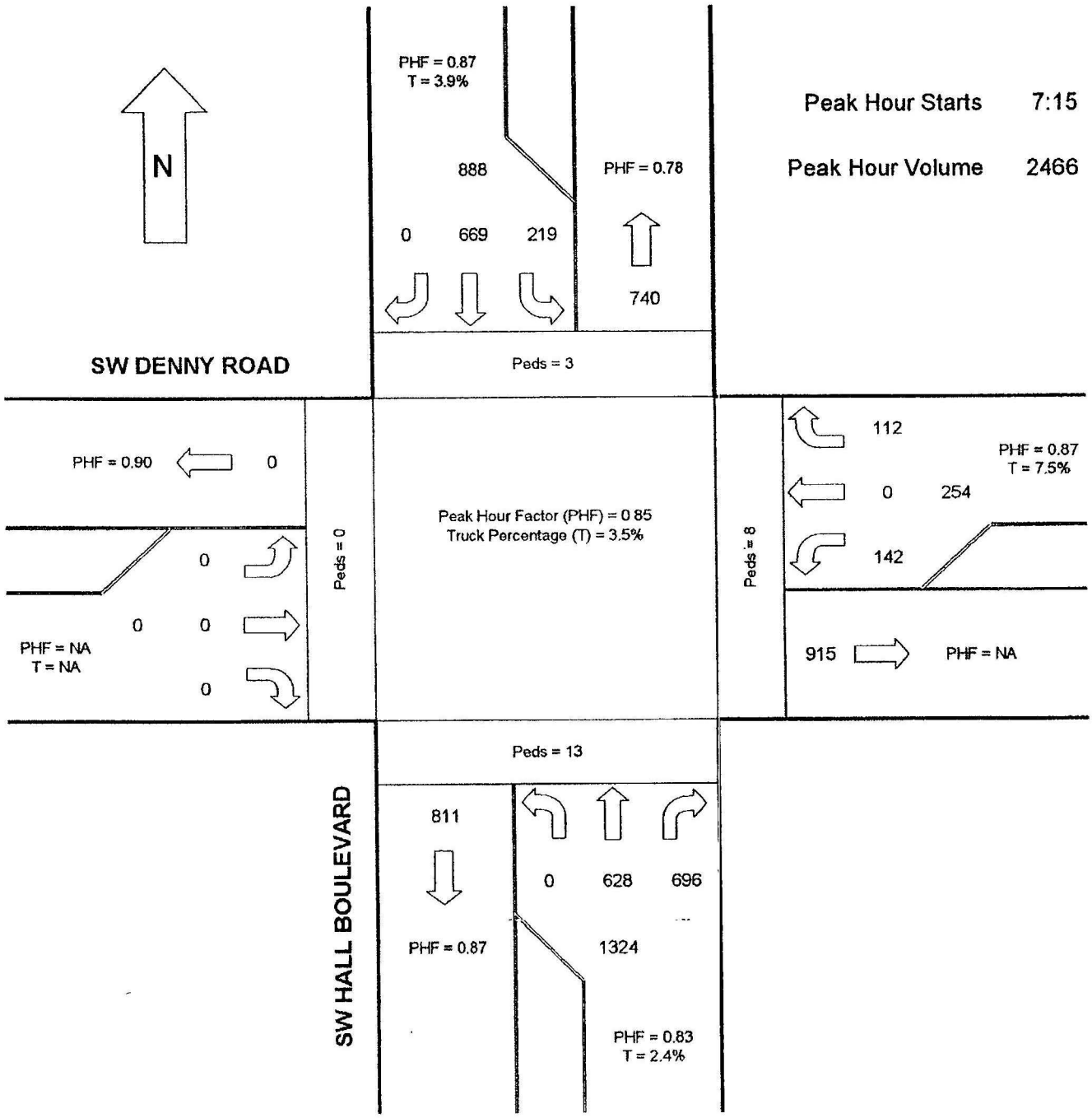
Count Date	Peak Hour	Data Type	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND		
			RT	TH	LT	RT	TH	LT	LT	TH	RT	LT	TH	RT
5/12/2005	17:00 - 18:00	All Vehicles	X	X	X	X	784	109	X	909	328	626	X	281
	PHF=	% Trucks (All)	X	X	X	X	1.5	4.6	X	0.8	2.7	1	X	1.8
		By Approach		X			1.8			1.3			1.2	
		Bicycles	X	X	X	X	6	0	X	2	1	5	X	0
	0.94	Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			1			9			3	
5/18/2005	17:00 - 18:00	All Vehicles	X	X	X	X	961	126	X	974	356	627	X	243
	PHF=	% Trucks (All)	X	X	X	X	0.9	1.6	X	1.4	2	1	X	0.8
		By Approach		X			1			1.6			0.9	
		Bicycles	X	X	X	X	0	0	X	0	0	0	X	0
	0.95	Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			1			2			4	
5/19/2005	17:00 - 18:00	All Vehicles	X	X	X	X	845	114	X	915	331	636	X	253
	PHF=	% Trucks (All)	X	X	X	X	0.9	1.6	X	1.4	2	1	X	0.8
		By Approach		X			1.5			1.7			0.9	
		Bicycles	X	X	X	X	0	0	X	0	0	0	X	0
	0.92	Pedestrians		SOUTH			WEST			EAST			NORTH	
				0			1			2			4	
PM AVERAGES	**PHF**		**EASTBOUND**			**SOUTHBOUND**			**NORTHBOUND**			**WESTBOUND**		
	0.94		**RT**	**TH**	**LT**	**RT**	**TH**	**LT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
		All Vehicles	**X**	**X**	**X**	**X**	**865**	**120**	**X**	**935**	**340**	**630**	**X**	**260**
		% Trucks (All)	**X**	**X**	**X**	**X**	**1.1**	**2.6**	**X**	**1.2**	**2.2**	**1.0**	**X**	**1.1**
		By Approach		**X**			**1**			**2**			**1**	
		Bicycles	**X**	**X**	**X**	**X**	**2**	**0**	**X**	**1**	**0**	**2**	**X**	**0**
		Pedestrians		**SOUTH**			**WEST**			**EAST**			**NORTH**	
				0			**1**			**4**			**4**	

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/12/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: CA



Peak Hour Starts 7:15

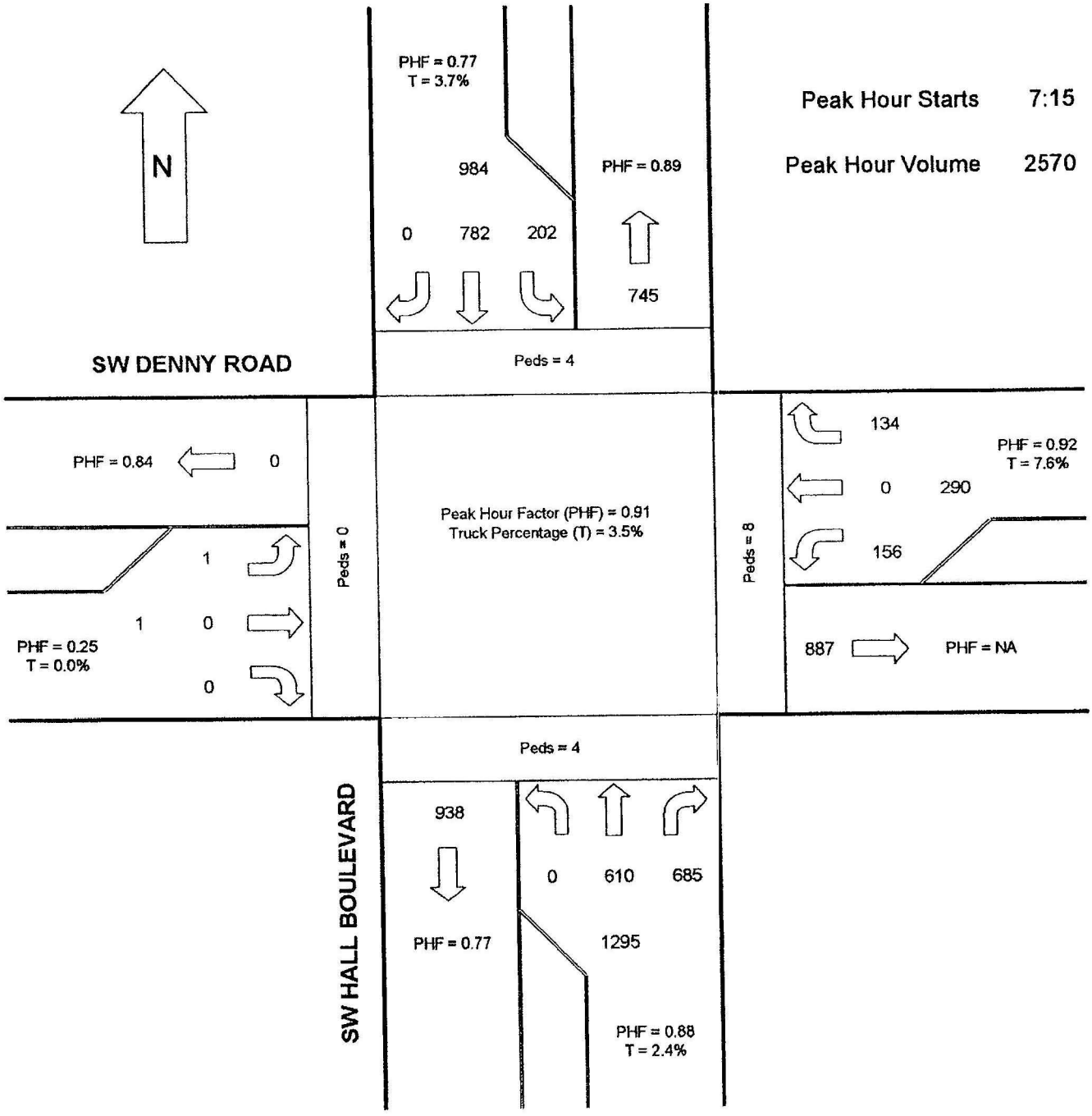
Peak Hour Volume 2466

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 7:00
Reviewed By: CA



Peak Hour Starts 7:15

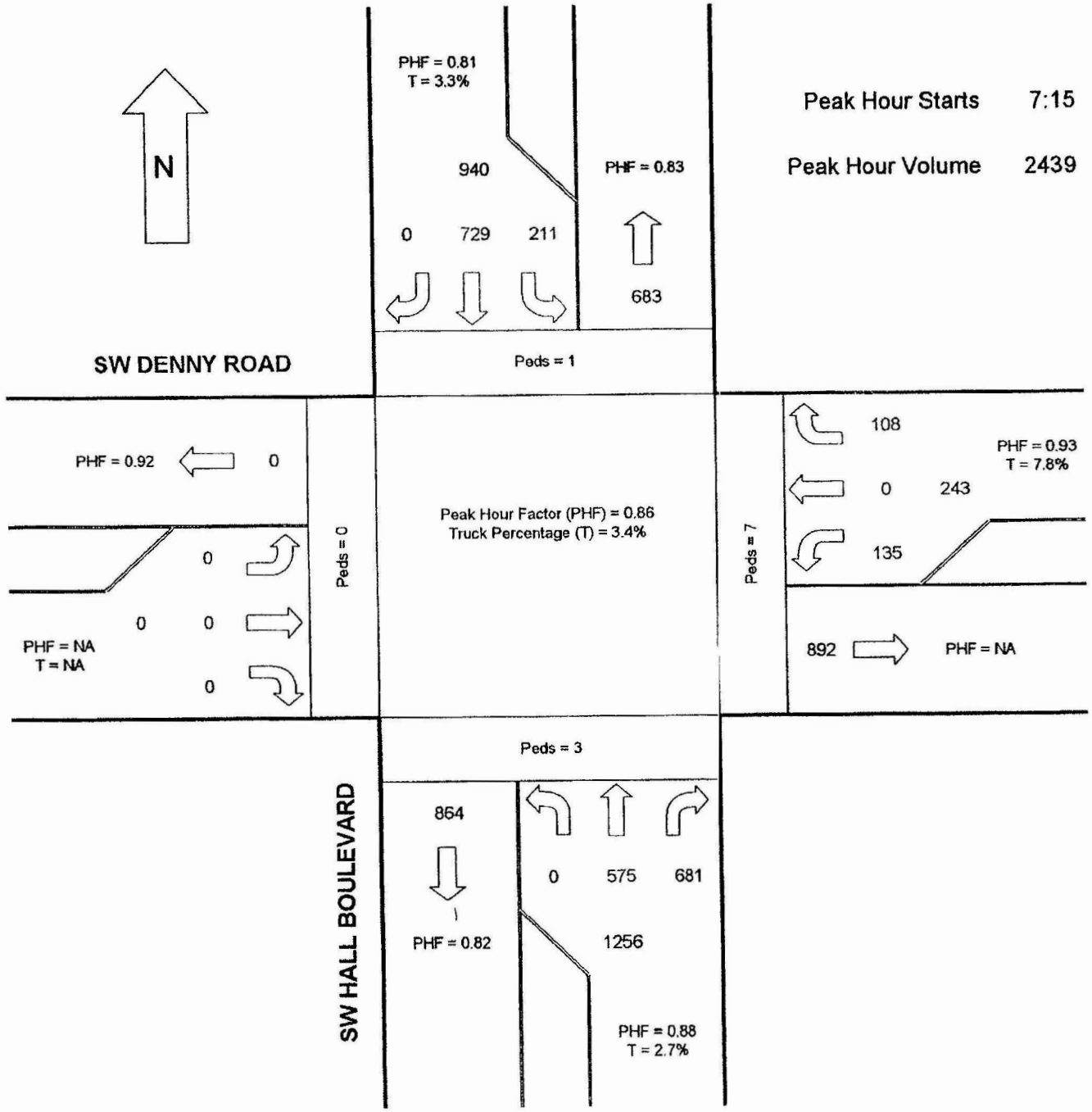
Peak Hour Volume 2570

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/19/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: CA

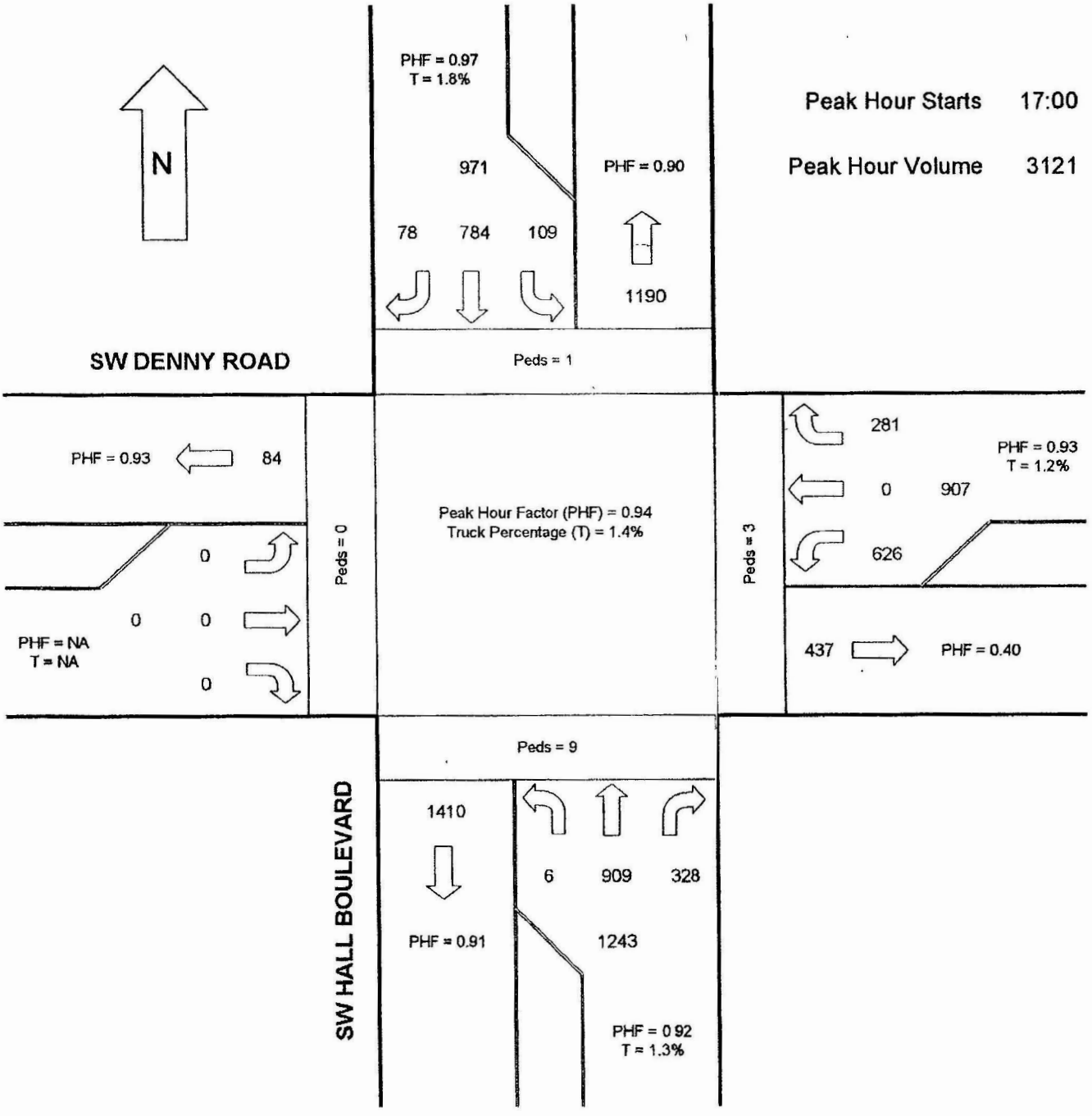


TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/12/2005
Day of Week Thursday
Time Begin 16:00
Reviewed By: CA

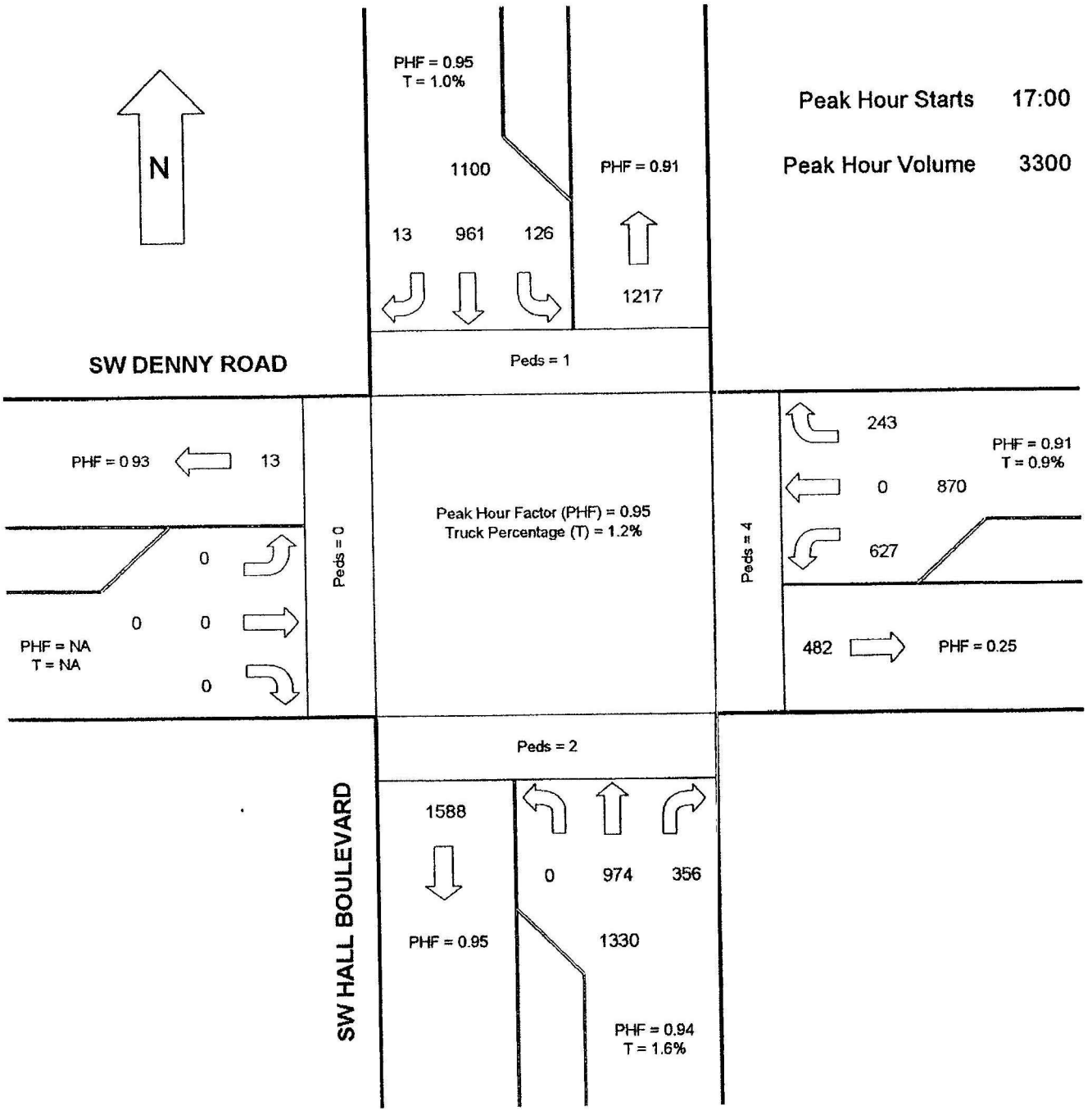


TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: CA

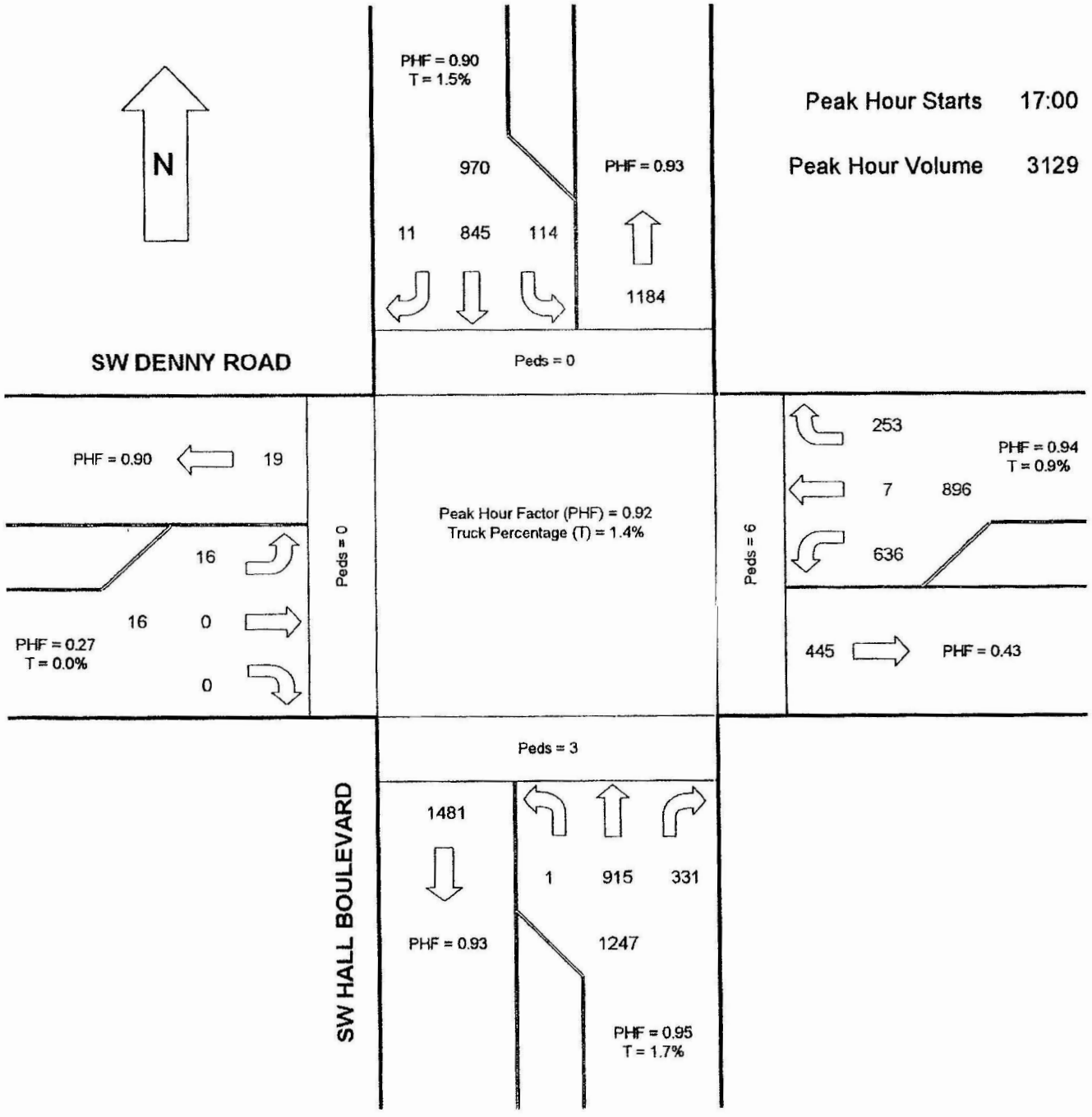


TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW DENNY ROAD at SW HALL BOULEVARD
Date 5/19/2005
Day of Week Thursday
Time Begin 16:00
Reviewed By: CA



AM Time Period (7:00-9:00) **SW Hall Blvd at SW Allen Boulevard**

Count Date	Peak Hour	Data Type	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND		
			RT	TH	LT	RT	TH	LT	LT	TH	RT	LT	TH	RT
5/17/2005	7:15 - 8:15	All Vehicles	257	1186	127	25	486	73	113	564	67	54	344	66
	PHF=	% Trucks (All)	2.7	1.8	0	8	2.9	5.5	6.2	3.2	3	5.6	6.7	4.5
	0.9	By Approach		1.8			3.4			3.6			6.3	
		Bicycles	0	0	0	0	5	0	0	7	0	0	0	0
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				7			7			1			1	
5/18/2005	7:15 - 8:15	All Vehicles	272	1160	114	35	503	84	142	559	73	71	343	55
	PHF=	% Trucks (All)	2.9	1.3	0.9	5.7	3.2	3.6	5.6	3.8	2.7	7	6.1	3.6
	0.93	By Approach		1.6			3.4			4			6	
		Bicycles	0	0	0	0	2	0	0	0	0	0	0	0
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				7			9			0			2	
5/19/2005	7:15 - 8:15	All Vehicles	265	1165	146	22	505	99	118	524	84	56	340	70
	PHF=	% Trucks (All)	3.8	2.1	2.1	18.2	2.6	6.1	6.8	3.6	2.4	10.7	8.2	4.3
	0.89	By Approach		2.3			3.7			4			7.9	
		Bicycles	0	0	0	0	2	0	0	1	0	0	0	0
		Pedestrians		SOUTH			WEST			EAST			NORTH	
				7			3			0			0	
AM AVERAGES	**PHF**		**EASTBOUND**			**SOUTHBOUND**			**NORTHBOUND**			**WESTBOUND**		
	0.91		**RT**	**TH**	**LT**	**RT**	**TH**	**LT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
		All Vehicles	**265**	**1178**	**130**	**30**	**500**	**90**	**125**	**550**	**75**	**65**	**345**	**65**
		% Trucks (All)	**3.1**	**1.7**	**1.0**	**10.6**	**2.9**	**5.1**	**6.2**	**3.5**	**2.7**	**7.8**	**7.0**	**4.1**
		By Approach		**2**			**4**			**4**			**7**	
		Bicycles	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
		Pedestrians		**SOUTH**			**WEST**			**EAST**			**NORTH**	
				7			**6**			**0**			**1**	

PM Time Period (16:00-18:00)

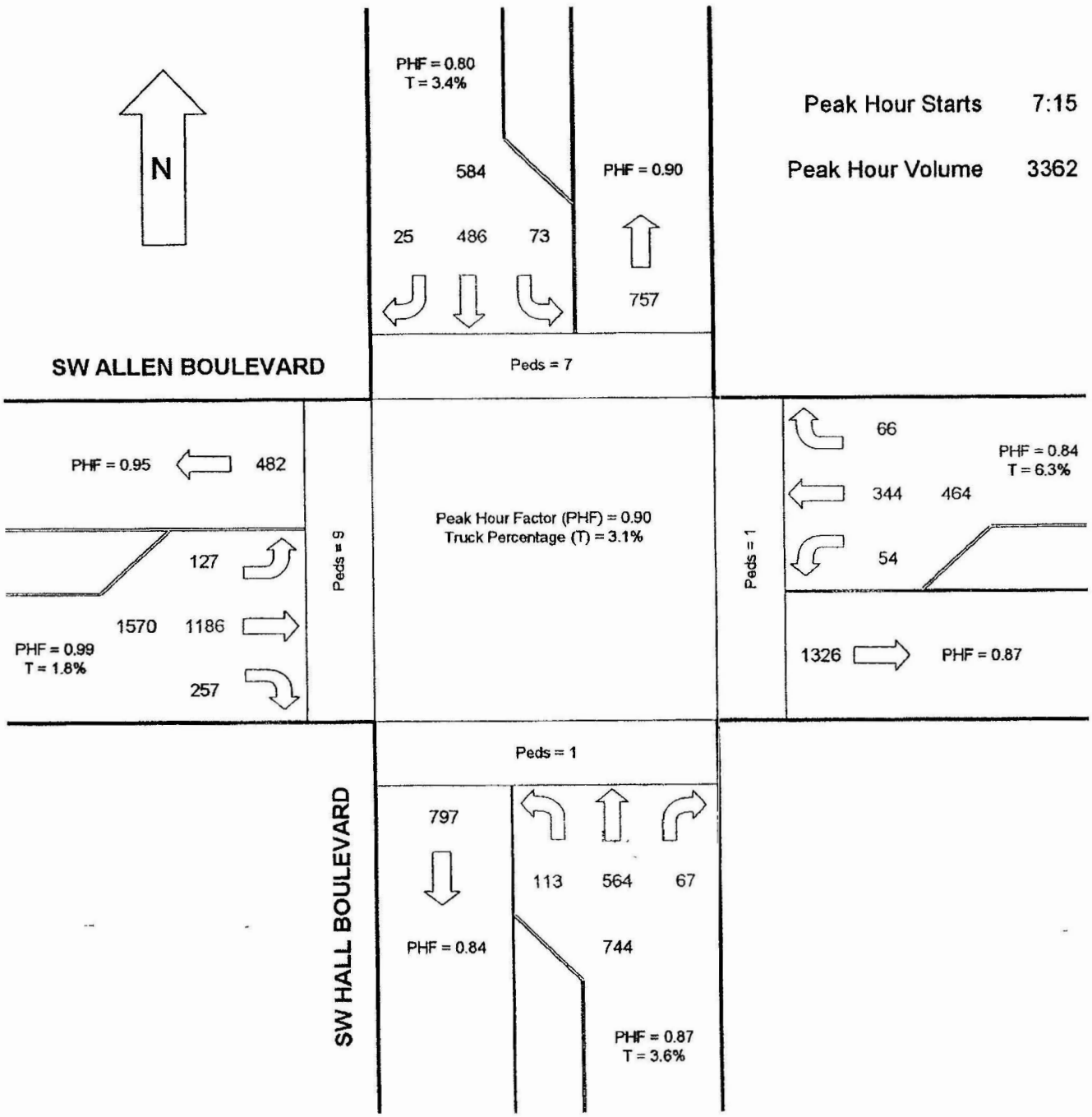
Count Date	Peak Hour	Data Type	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND		
			RT	TH	LT	RT	TH	LT	LT	TH	RT	LT	TH	RT
5/17/2005	17:00 - 18:00	All Vehicles	124	508	104	100	704	127	296	667	48	145	949	69
	PHF=	% Trucks (All)	1.6	1.6	0	0	1	0.8	1	0.7	0	1.4	0.9	1.4
		By Approach		1.4			0.9			0.8			1	
		Bicycles	0	0	0	0	0	0	0	1	0	0	0	0
	0.94	Pedestrians		SOUTH			WEST			EAST			NORTH	
				5			7			4			1	
5/18/2005	17:00 - 18:00	All Vehicles	135	508	91	72	745	101	286	656	53	174	922	65
	PHF=	% Trucks (All)												
		By Approach		1.6			0.7			1			0.9	
		Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
	0.95	Pedestrians		SOUTH			WEST			EAST			NORTH	
				6			7			2			9	
5/19/2005	17:00 - 18:00	All Vehicles	138	558	109	119	655	111	285	613	50	149	1062	71
	PHF=	% Trucks (All)	1.4	2.7	0.9	0	0.9	0	1.1	2	2	0	0.6	1.4
		By Approach		2.2			0.97			1.7			0.5	
		Bicycles	0	0	0	0	0	0	0	1	0	0	0	0
	0.9	Pedestrians		SOUTH			WEST			EAST			NORTH	
				8			9			5			1	
PM AVERAGES	**PHF**		**EASTBOUND**			**SOUTHBOUND**			**NORTHBOUND**			**WESTBOUND**		
	0.93		**RT**	**TH**	**LT**	**RT**	**TH**	**LT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
		All Vehicles	**135**	**525**	**105**	**100**	**705**	**115**	**290**	**650**	**55**	**160**	**980**	**70**
		% Trucks (All)	**1.5**	**2.2**	**0.5**	**0.0**	**1.0**	**0.4**	**1.1**	**1.4**	**1.0**	**0.7**	**0.8**	**1.4**
		By Approach		**2**			**1**			**1**			**1**	
		Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
		Pedestrians		**SOUTH**			**WEST**			**EAST**			**NORTH**	
				7			**8**			**4**			**4**	

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date ~~5/24/2006~~ 5/17/05
Day of Week Tuesday
Time Begin 7:00
Reviewed By: ER



Peak Hour Starts 7:15

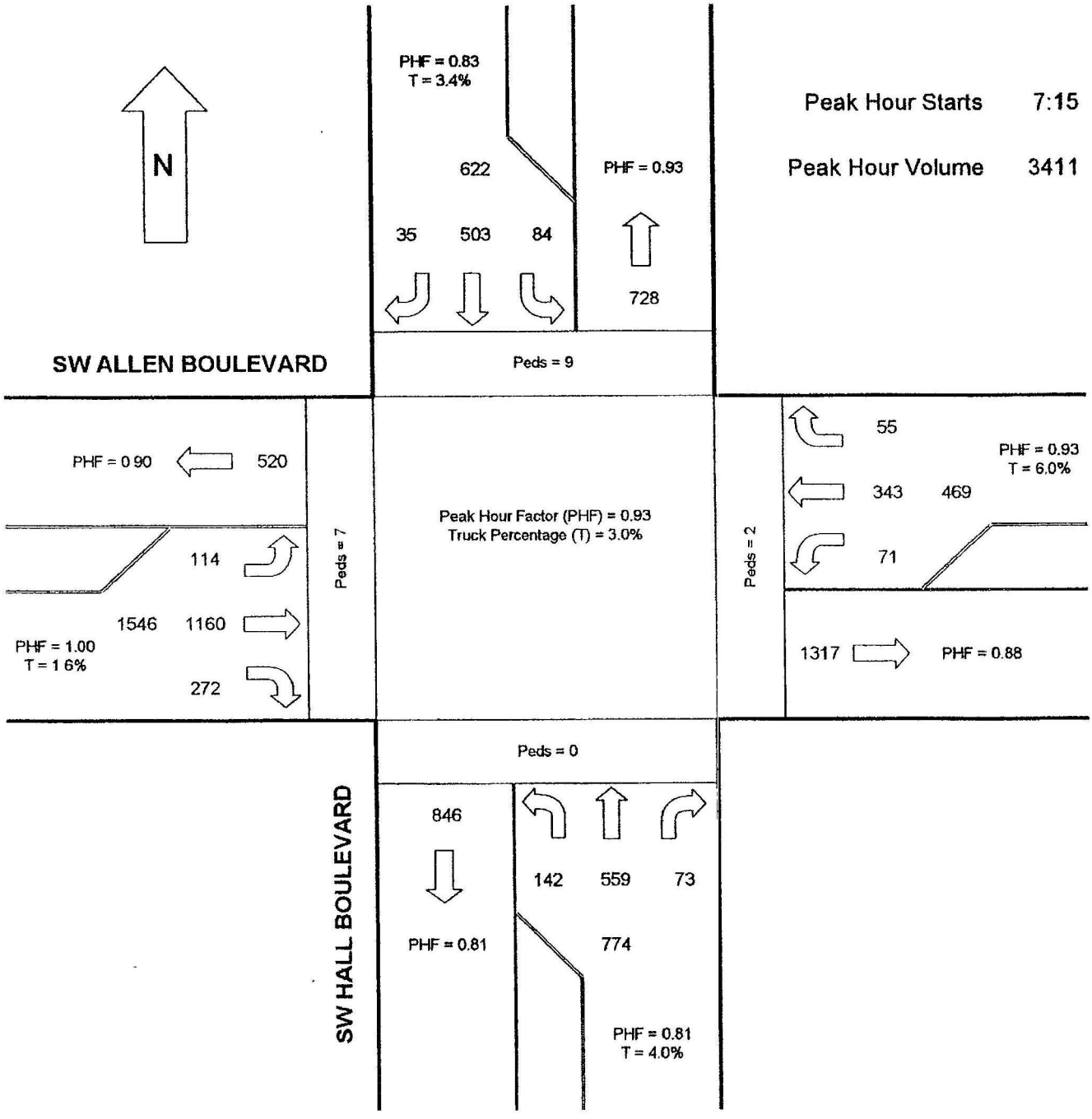
Peak Hour Volume 3362

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 7:00
Reviewed By: ER

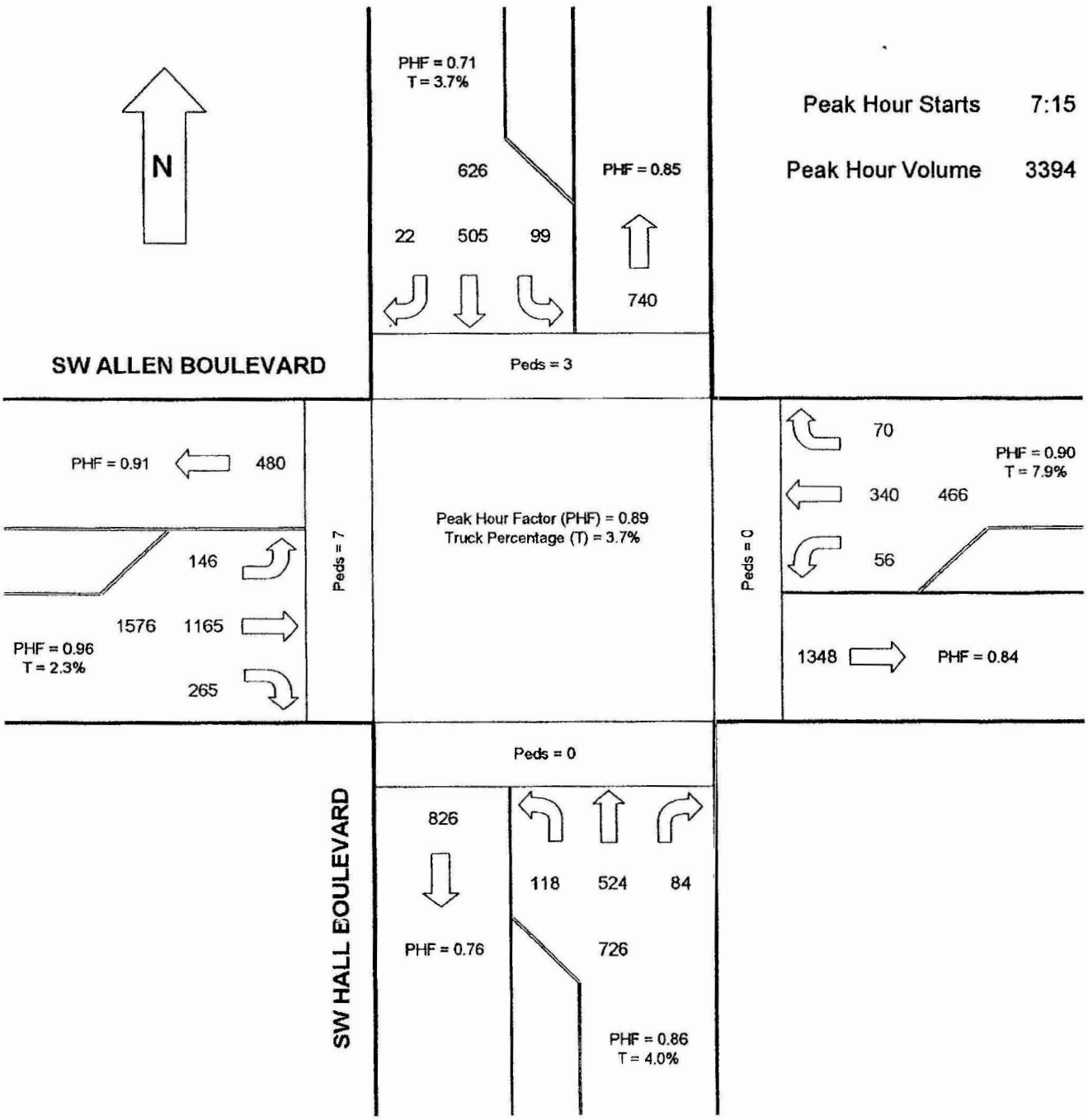


TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date 5/19/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: ER



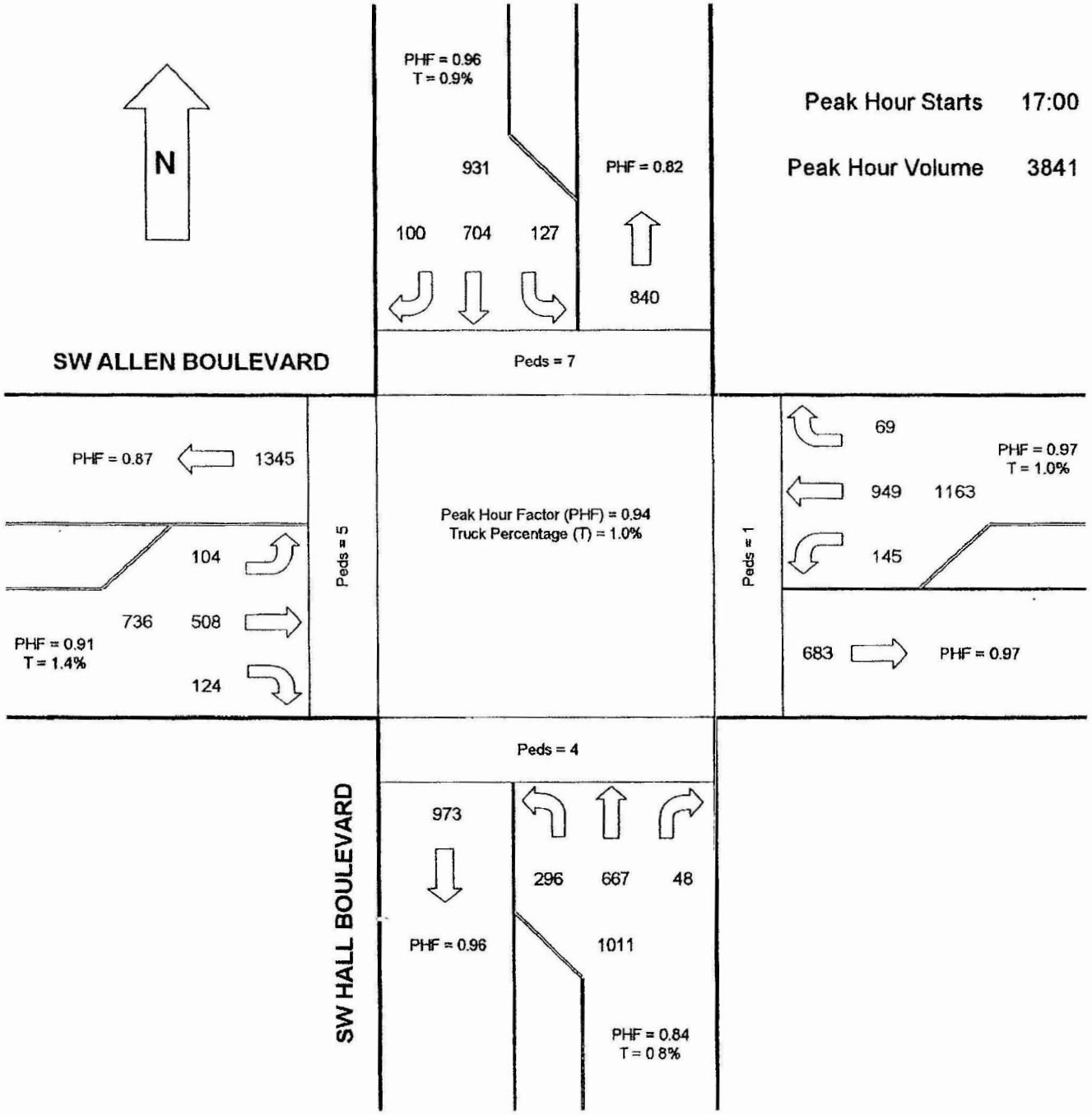
Peak Hour Starts	7:15
Peak Hour Volume	3394

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date 5/17/2005
Day of Week Tuesday
Time Begin 16:00
Reviewed By: ER

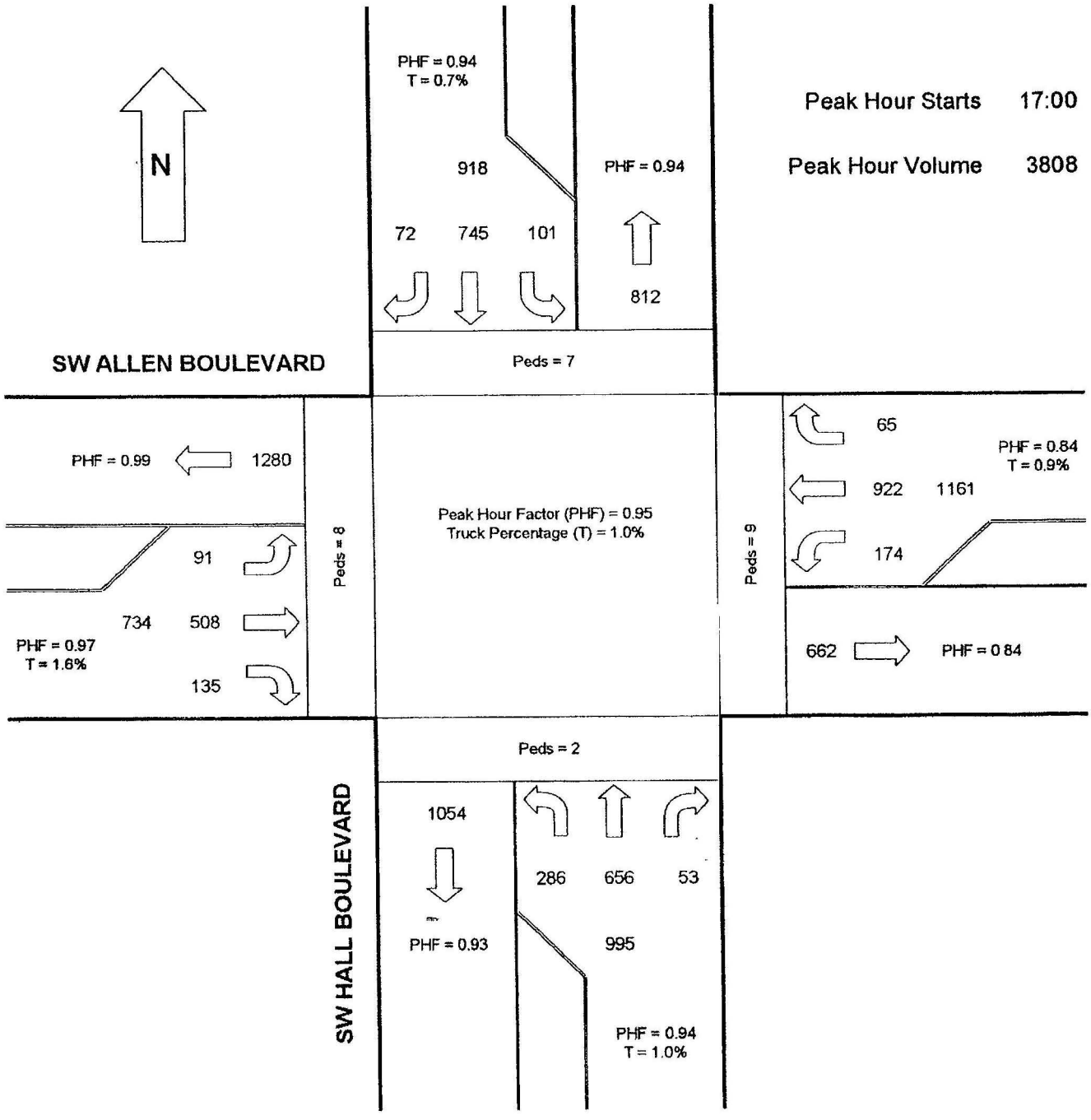


TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: ER



Peak Hour Starts 17:00

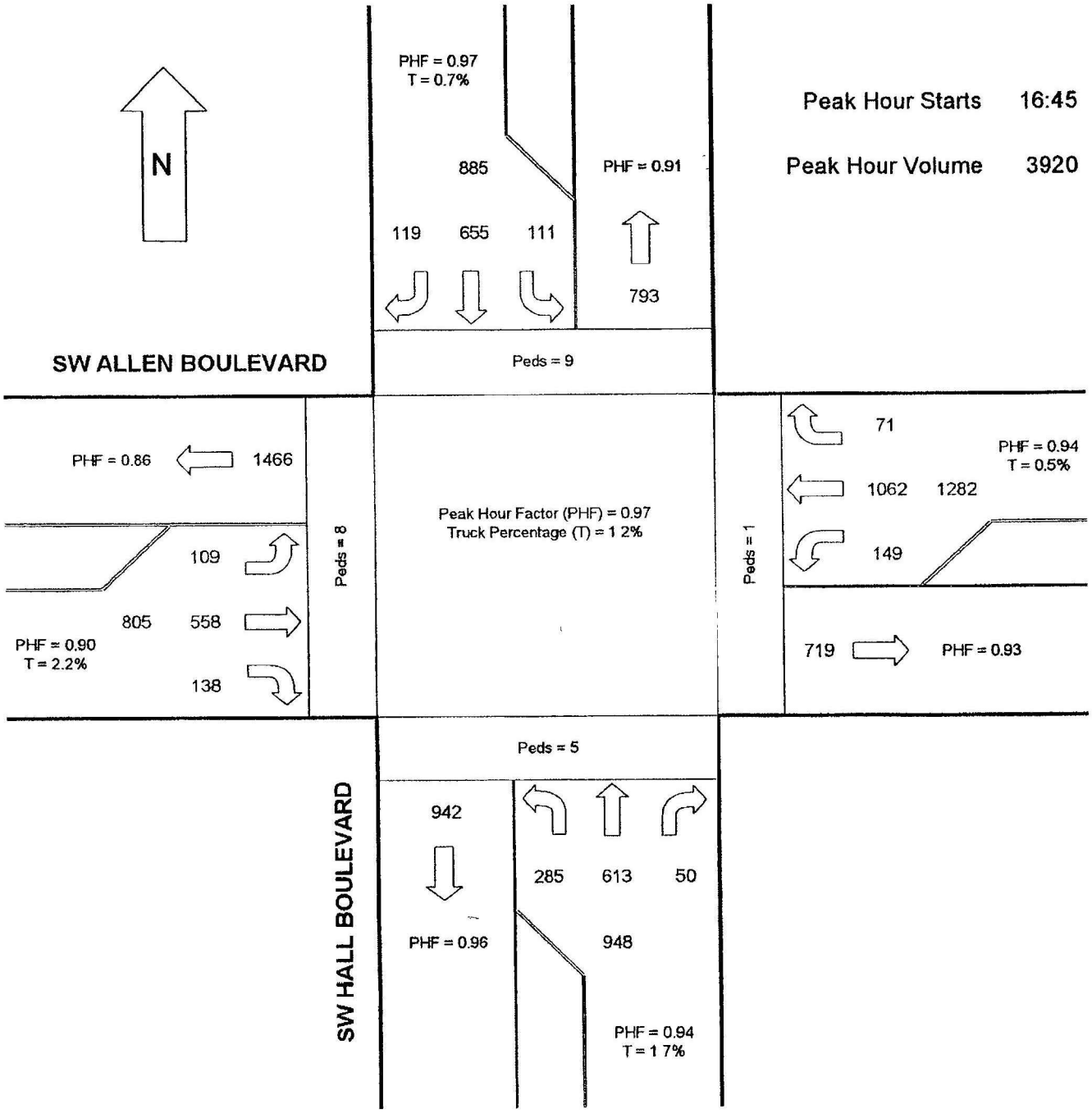
Peak Hour Volume 3808

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW ALLEN BOULEVARD at SW HALL BOULEVARD
Date 5/19/2005
Day of Week Thursday
Time Begin 16:00
Reviewed By: ER



Peak Hour Starts 16:45

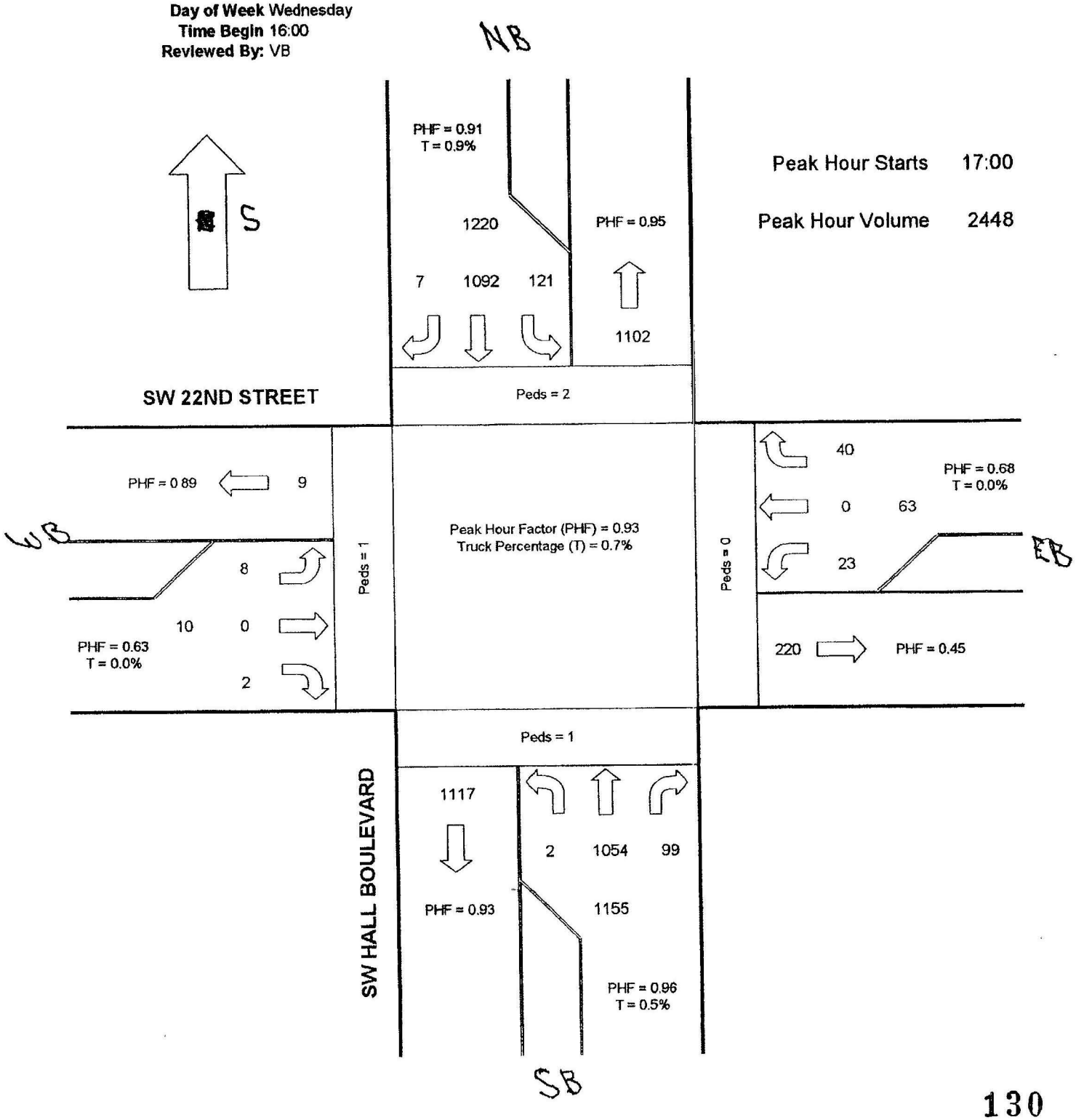
Peak Hour Volume 3920

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW 22ND STREET at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: VB



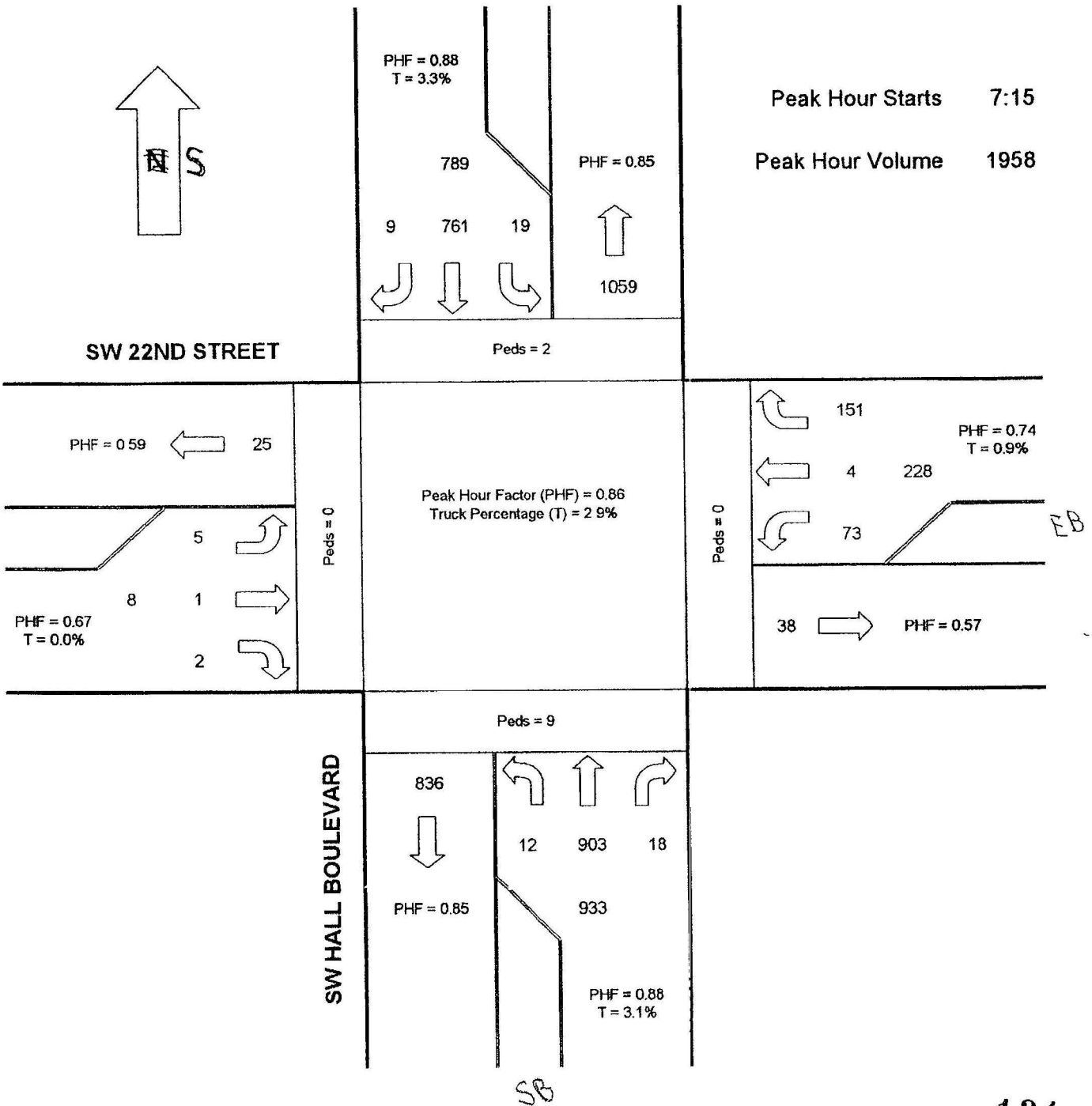
TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW 22ND STREET at SW HALL BOULEVARD
Date 5/18/2005
Day of Week Wednesday
Time Begin 7:00
Reviewed By: VB

NB



WB

EB

SB

Peak Hour Starts	7:15
Peak Hour Volume	1958

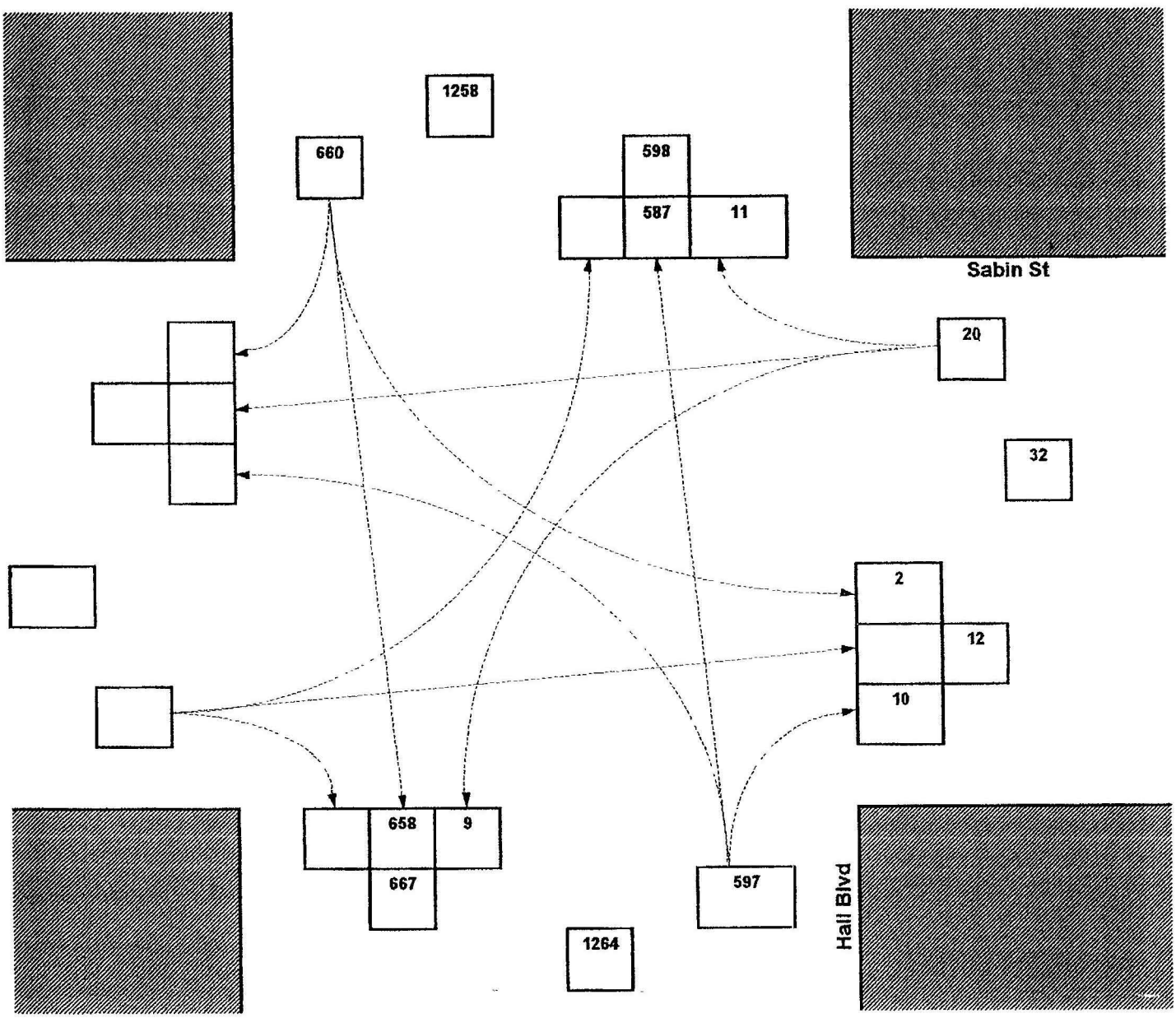
VEHICULAR VOLUME SUMMARY

N

LOCATION: Hall Blvd at Sabin Street
PEAK: AM
FILE: 4.019

DATE: Tuesday Mar 30, 2004
CONDITIONS: Overcast
TIME : 7:15 PM

CONTED BY Jason Stein
COMPILED BY: John Irwin
CHECKED BY:



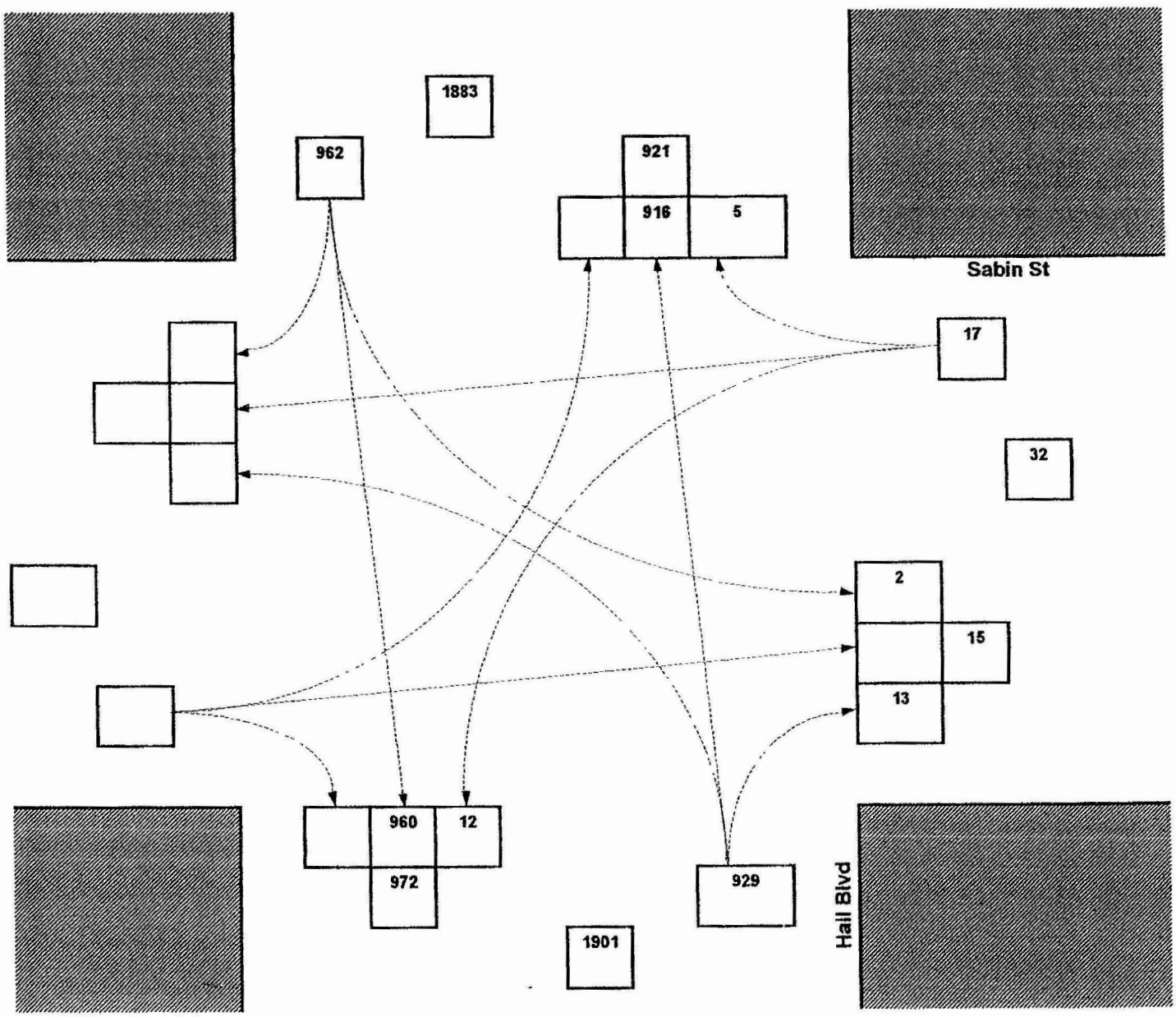
VEHICULAR VOLUME SUMMARY

N

LOCATION: Hall Blvd at Sabin St
PEAK: PM
FILE: 4.019

DATE: Tuesday Mar 30, 2004
CONDITIONS: Overcast
TIME : 4:45 PM

CONTED BY: Jasen Stein
COMPILED BY: John Irwin
CHECKED BY:



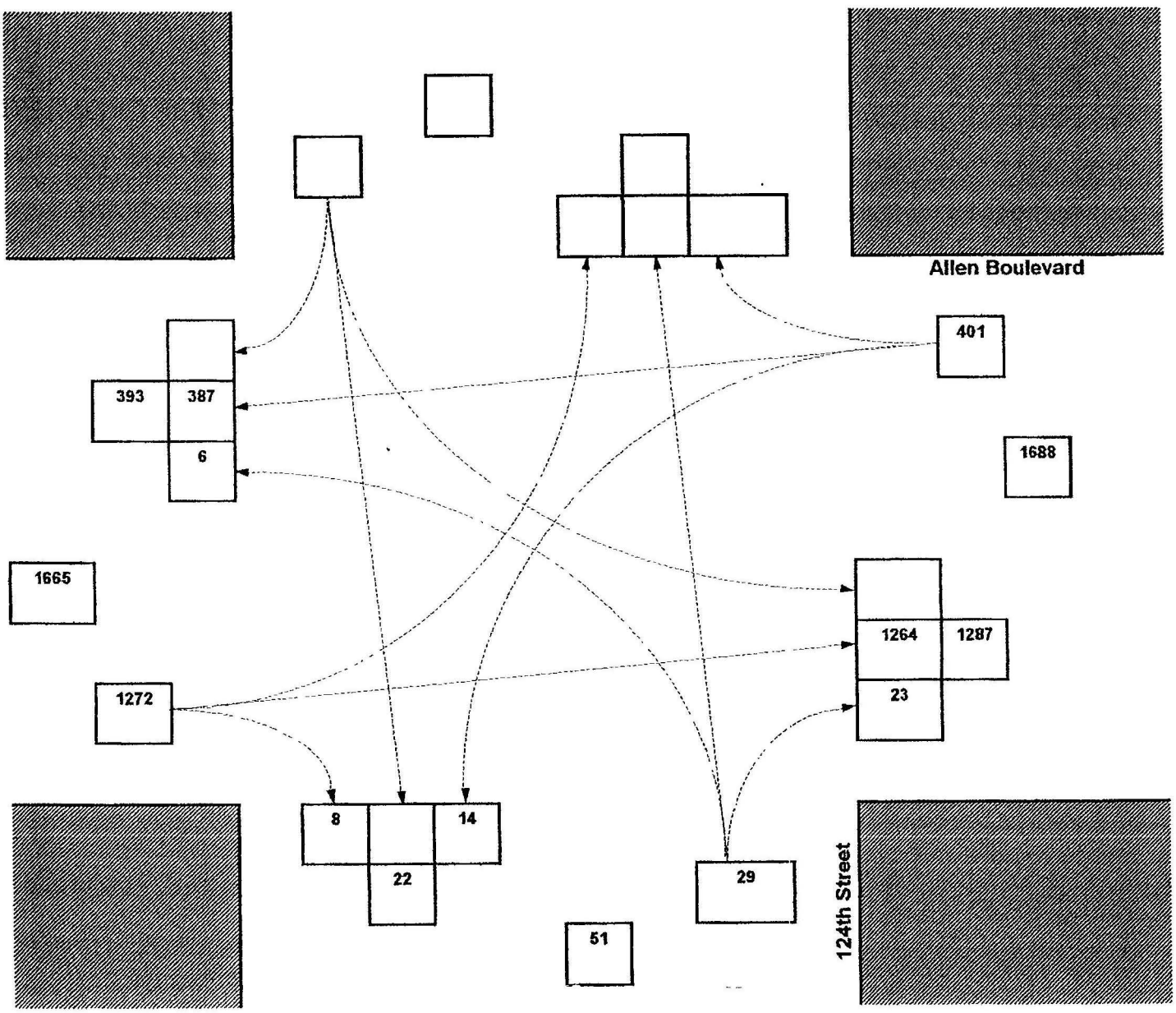
VEHICULAR VOLUME SUMMARY

N

LOCATION: Allen Boulevard at 124th Street
PEAK: AM
FILE: 4

DATE: Tuesday Mar 30, 2004
CONDITIONS: Overcast
TIME : 7:00 PM

CONTED BY: John Irwin
COMPILED BY: John Irwin
CHECKED BY:



Printed 6/23/2005
11:41 AM

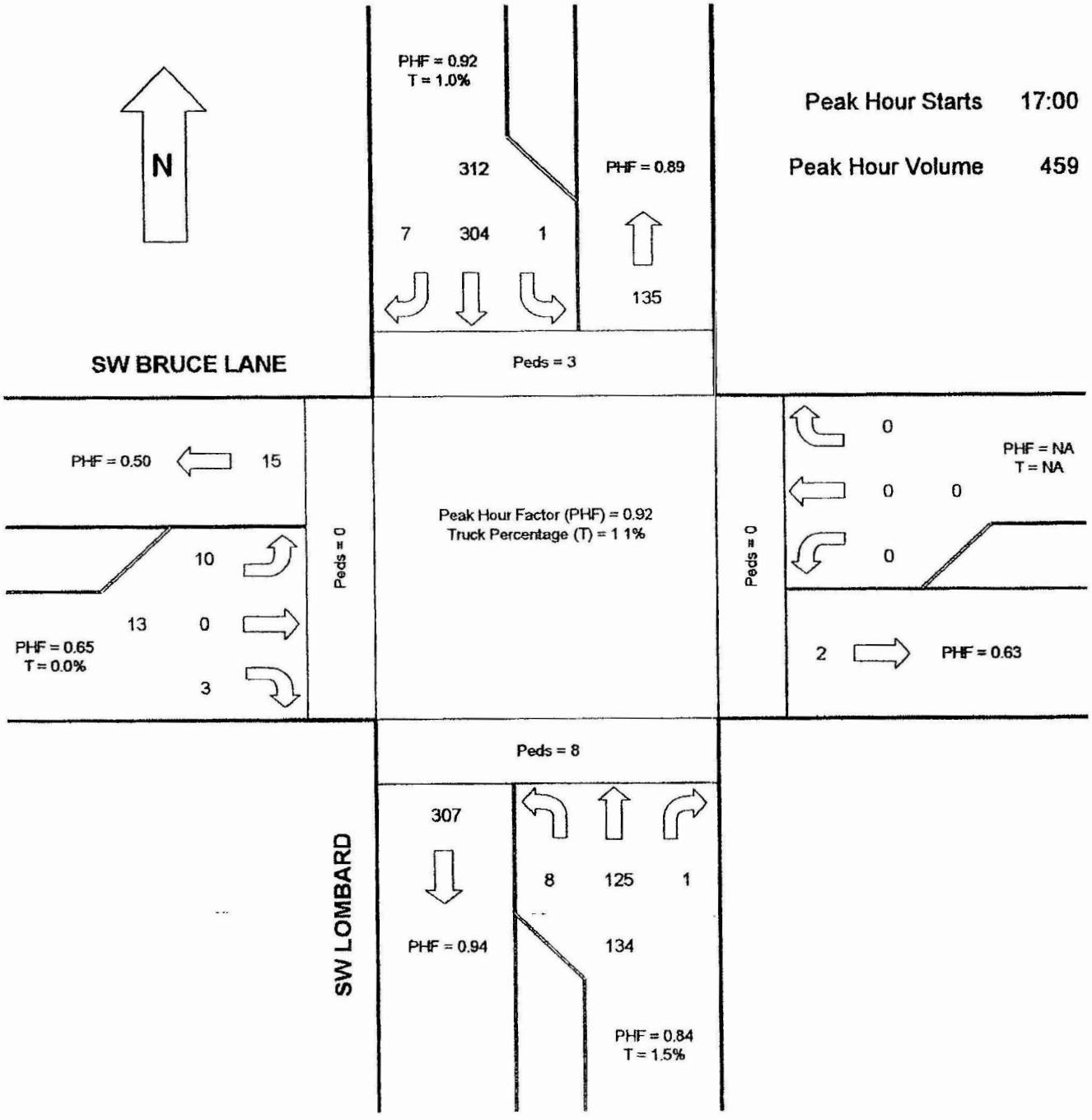
Allen at 124th_AM Counts.xls

TRAFSTATS

Intersection Turning Movement

Peak Hour Diagram

Location SW BRUCE LANE at SW LOMBARD
Date 6/21/2005
Day of Week Tuesday
Time Begin 16:00
Reviewed By: CA



OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC MANAGEMENT SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Project: Perrin Sub Area Rezone		Count date:
City: Beaverton	County: Washington	Milepoint:
Major Street: SW Hall Boulevard	Minor Street: SW Sabin Street	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 2: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Based on 8th highest hourly volume being equal to 5.65% of ADT

	100 percent of standard warrants used.
	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or intersection within an isolated community with a population less than 10,000.

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year:2005	Alternative: R1 Zoning Full Buildout (Scenario No 2)

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1	Major	3	10,600	33,539	Yes	**No**
	Minor	1	2,265	301	No	
Warrant #2	Major	3	15,900	33,539	Yes	**No**
	Minor	1	1,350	301	No	

Analyst & Date: JII 06/24/05	**Reviewer & Date:**

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC MANAGEMENT SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Project: Perrin Sub Area Rezone		Count date:
City: Beaverton	County: Washington	Milepoint:
Major Street: SW Hall Boulevard	Minor Street:SW Metz/22nd Street	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 2: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Based on 8th highest hourly volume being equal to 5.65% of ADT

	100 percent of standard warrants used.
	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or intersection within an isolated community with a population less than 10,000.

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year:2005	Alternative: R1 Zoning Full Buildout (Scenario No 2)

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1	Major	3	10,600	42,035	Yes	**No**
	Minor	1	2,265	1,115	No	
Warrant #2	Major	3	15,900	42,035	Yes	**No**
	Minor	1	1,350	1,115	No	

Analyst & Date:	**Reviewer & Date:**

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC MANAGEMENT SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Project: Perrin Sub Area Rezone		Count date:
City: Beaverton	County: Washington	Milepoint:
Major Street: SW Allen Boulevard	Minor Street: SW 124th Avenue	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 2: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Based on 8th highest hourly volume being equal to 5.65% of ADT

	100 percent of standard warrants used.
	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or intersection within an isolated community with a population less than 10,000.

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year:2005	Alternative: R1 Zoning Full Buildout (Scenario No 2)

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1	Major	3	10,600	55,663	Yes	**No**
	Minor	1	2,265	1150	No	
Warrant #2	Major	3	15,900	55,663	Yes	**No**
	Minor	1	1,350	1150	No	

Analyst & Date: JII 06/24/05	**Reviewer & Date:**

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SW Hall Blvd at SW Sussex Street in Beaverton
2001 - 2003

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SW Hall Blvd at SW Sabin Street in Beaverton
2001 - 2003

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SW Hall Blvd at SW 22nd Street/Metz Street in Beaverton
2001 - 2003

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SW Allen Blvd at SW 124th Avenue in Beaverton
2001 - 2003

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Existing Weekday Peak Hour Traffic Volumes - 2005

Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 105 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	550	75	90	500	30	130	1175	265	65	345	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	137	604	82	99	549	33	143	1291	291	71	379	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	604	82	99	549	33	143	1291	291	71	379	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	604	82	99	549	33	143	1291	291	71	379	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.76	0.24	1.00	1.89	0.11	1.00	1.63	0.37	1.00	1.68	0.32
Final Sat.:	1805	3120	425	1805	3375	203	1805	2863	646	1805	2965	559
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.05	0.16	0.16	0.08	0.45	0.45	0.04	0.13	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.21	0.21	0.06	0.19	0.19	0.22	0.52	0.52	0.05	0.35	0.35
Volume/Cap:	0.87	0.90	0.90	0.90	0.87	0.87	0.37	0.87	0.87	0.87	0.37	0.37
Delay/Veh:	81.7	52.4	52.4	103.2	51.1	51.1	34.0	25.8	25.8	105.1	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	52.4	52.4	103.2	51.1	51.1	34.0	25.8	25.8	105.1	24.5	24.5
HCM2kAvg:	7	14	14	6	12	12	4	24	24	4	5	5

****

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 50 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	650	690	215	730	0	0	0	0	145	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	650	690	215	730	0	0	0	0	145	0	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	747	0	247	839	0	0	0	0	167	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	747	0	247	839	0	0	0	0	167	0	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	747	0	247	839	0	0	0	0	167	0	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.14	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.38	0.00	0.70	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.55	0.00	0.39	0.37	0.00	0.00	0.00	0.00	0.55	0.00	0.50
Delay/Veh:	0.0	15.0	0.0	5.0	5.4	0.0	0.0	0.0	0.0	24.8	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	0.0	5.0	5.4	0.0	0.0	0.0	0.0	24.8	0.0	24.1
HCM2kAvg:	0	6	0	2	4	0	0	0	0	4	0	3

****

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[24.7]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:			Include						Include						Include						Include			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	6	0	23				0	0	0				0	1270	8				14	390	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	6	0	23				0	0	0				0	1270	8				14	390	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	7	0	26				0	0	0				0	1443	9				16	443	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	7	0	26				0	0	0				0	1443	9				16	443	0			
Critical Gap Module:																								
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	1701	xxxx	726	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1452	xxxx	xxxxx									
Potent Cap.:	85	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				472	xxxx	xxxxx									
Move Cap.:	82	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				472	xxxx	xxxxx									
Volume/Cap:	0.08	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.03	xxxx	xxxx									
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				12.9	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*	*	*	*	*				B	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		215	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.5	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx		24.7	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		C	*			*	*	*				*	*	*				*	*	*			
ApproachDel:			24.7					xxxxxx						xxxxxx						xxxxxx				
ApproachLOS:			C					*						*						*				

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[8.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	1	2	0				0	2	20				11	0	1				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	1	2	0				0	2	20				11	0	1				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	1	2	0				0	2	22				12	0	1				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	1	2	0				0	2	22				12	0	1				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	24	xxxx	xxxxx	xxxx	xxxx	xxxxx							18	xxxx		13	xxxx	xxxx	xxxxx					
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx							1005	xxxx		1073	xxxx	xxxx	xxxxx					
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx							1005	xxxx		1073	xxxx	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.01	xxxx		0.00	xxxx	xxxx	xxxx					
Level Of Service Module:																								
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Stopped Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1010	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx						8.6						xxxxxx								
ApproachLOS:	*			*						A						*								

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	590	10	2	660	0	0	0	0	9	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	10	2	660	0	0	0	0	9	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	787	13	3	880	0	0	0	0	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	787	13	3	880	0	0	0	0	12	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	1239	xxxx	400
Potent Cap.:	xxxx	xxxx	xxxxx	832	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	605
Move Cap.:	xxxx	xxxx	xxxxx	832	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	605
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.1		
ApproachLOS:	*			*			*			C		

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 43.5 Worst Case Level Of Service: F[364.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	19	761	9	12	903	18	73	4	155	5	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	761	9	12	903	18	73	4	155	5	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	22	885	10	14	1050	21	85	5	180	6	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	885	10	14	1050	21	85	5	180	6	1	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1071	xxxx	xxxxx	895	xxxx	xxxxx	1576	2028	535	1490	2033	448
Potent Cap.:	659	xxxx	xxxxx	766	xxxx	xxxxx	75	58	495	87	58	564
Move Cap.:	659	xxxx	xxxxx	766	xxxx	xxxxx	71	55	495	50	55	564
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	1.19	0.08	0.36	0.12	0.02	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.7	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	164	xxxxx	xxxx	66	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.6	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	364	xxxxx	xxxxx	68.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			364.5			68.6		
ApproachLOS:	*			*			F			F		

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Existing 2005 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	2 230	0		0 95	8		5	0	6	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2 230	0		0 95	8		5	0	6	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88 0.88	0.88		0.88 0.88	0.88		0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	2 261	0		0 108	9		6	0	7	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	2 261	0		0 108	9		6	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	117 xxxx	xxxxx		xxxx xxxx	xxxxx		378	xxxx	113	xxxx	xxxx	xxxxx
Potent Cap.:	1484 xxxx	xxxxx		xxxx xxxx	xxxxx		627	xxxx	946	xxxx	xxxx	xxxxx
Move Cap.:	1484 xxxx	xxxxx		xxxx xxxx	xxxxx		627	xxxx	946	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 xxxx	xxxx		xxxx xxxx	xxxx		0.01	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	768	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Hall Blvd / Allen Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.1
Optimal Cycle: 135 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	650	55	115	705	100	105	525	135	160	980	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	312	699	59	124	758	108	103	525	135	172	1054	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	699	59	124	758	108	103	525	135	172	1054	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	312	699	59	124	758	108	103	525	135	172	1054	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.84	0.16	1.00	1.75	0.25	1.00	1.59	0.41	1.00	1.87	0.13
Final Sat.:	1805	3288	278	1805	3101	440	1805	2783	716	1805	3336	238
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.07	0.24	0.24	0.06	0.19	0.19	0.10	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.35	0.35	0.11	0.27	0.27	0.06	0.27	0.27	0.14	0.35	0.35
Volume/Cap:	0.91	0.61	0.61	0.61	0.91	0.91	0.91	0.69	0.69	0.69	0.91	0.91
Delay/Veh:	75.2	33.5	33.5	56.4	55.2	55.2	113.6	41.5	41.5	57.6	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	33.5	33.5	56.4	55.2	55.2	113.6	41.5	41.5	57.6	47.7	47.7
HCM2kAvg:	15	12	12	5	19	19	6	12	12	7	24	24

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hall Blvd / Denny Rd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.844
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	935	340	120	865	0	0	0	0	630	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	935	340	120	865	0	0	0	0	630	0	260
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	995	0	128	920	0	0	0	0	670	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	0	128	920	0	0	0	0	670	0	277
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	995	0	128	920	0	0	0	0	670	0	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1 00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.07	0.25	0.00	0.00	0.00	0.00	0.37	0.00	0.17
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.00	0.46	0.41	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.84	0.00	0.52	0.62	0.00	0.00	0.00	0.00	0.84	0.00	0.39
Delay/Veh:	0.0	30.8	0.0	18.0	19.5	0.0	0.0	0.0	0.0	28.2	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.8	0.0	18.0	19.5	0.0	0.0	0.0	0.0	28.2	0.0	15.5
HCM2kAvg:	0	14	0	3	10	0	0	0	0	18	0	5

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[28.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module: >> Count Date: 1 Jun 2004 << PM Peak												
Base Vol:	15	0	30	0	0	0	0	760	18	40	1690	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	30	0	0	0	0	760	18	40	1690	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	30	0	0	0	0	760	18	40	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	30	0	0	0	0	760	18	40	1690	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1694	xxxx	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	778	xxxx	xxxxx
Potent Cap.:	86	xxxx	615	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	848	xxxx	xxxxx
Move Cap.:	82	xxxx	615	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	848	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	195	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	28.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		28.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	1 1 0	0	1	16	14	0	1	0	0	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1 1 0	0	1	16	14	0	1	0	0	0	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1 1 0	0	1	16	14	0	1	0	0	0	0	0
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1 1 0	0	1	16	14	0	1	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	17 xxxx xxxxx	xxxx	xxxx	xxxxx	12	xxxx	9	xxxx	xxxx	xxxxx		
Potent Cap.:	1613 xxxx xxxxx	xxxx	xxxx	xxxxx	1013	xxxx	1079	xxxx	xxxx	xxxxx		
Move Cap.:	1613 xxxx xxxxx	xxxx	xxxx	xxxxx	1012	xxxx	1079	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00 xxxx xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	7.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 1016 xxxxx			xxxx xxxx xxxxx		
SharedQueue:	0.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxx	xxxxx			
Shrd StpDel:	7.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxx	xxxxx			
Shared LOS:	A *	*	*	*	*	*	A	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[28.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		0 0 0	0 0	0	0 0 1!	0 0	
Volume Module:	Pm Peak Hour											
Base Vol:	0 920	13		2 960	0		0 0	0		12 0	5	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 920	13		2 960	0		0 0	0		12 0	5	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 920	13		2 960	0		0 0	0		12 0	5	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	0 920	13		2 960	0		0 0	0		12 0	5	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.8 xxxx	6.9	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		933 xxxx	xxxxx		xxxx xxxx	xxxxx		1411 xxxx	467	
Potent Cap.:	xxxx xxxx	xxxxx		742 xxxx	xxxxx		xxxx xxxx	xxxxx		132 xxxx	548	
Move Cap.:	xxxx xxxx	xxxxx		742 xxxx	xxxxx		xxxx xxxx	xxxxx		131 xxxx	548	
Volume/Cap:	xxxx xxxx	xxxx		0.00 xxxx	xxxx		xxxx xxxx	xxxx		0.09 xxxx	0.01	
Level Of Service Module:												
Queue:	xxxxx xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Stopped Del:	xxxxx xxxx	xxxxx		9.9 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		* *	*		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 169	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 0.3	xxxxx	
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 28.6	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* D	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.6		
ApproachLOS:	*			*			*			D		

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Hall Blvd / Metz St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[113.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	121	1092	7	2	1054	99	23	0	40	8	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1092	7	2	1054	99	23	0	40	8	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1092	7	2	1054	99	23	0	40	8	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	121	1092	7	2	1054	99	23	0	40	8	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1153	xxxx	xxxxx	1099	xxxx	xxxxx	1896	xxxx	577	1869	xxxx	550
Potent Cap.:	613	xxxx	xxxxx	643	xxxx	xxxxx	43	xxxx	465	45	xxxx	484
Move Cap.:	613	xxxx	xxxxx	643	xxxx	xxxxx	37	xxxx	465	35	xxxx	484
Volume/Cap:	0.20	xxxx	xxxx	0.00	xxxx	xxxx	0.63	xxxx	0.09	0.23	xxxx	0.00
Level Of Service Module:												
Queue:	0.7	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	12.3	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	88	xxxxx	xxxx	43	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxxx	xxxxx	0.8	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	113	xxxxx	xxxxx	112	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			113.0			111.8		
ApproachLOS:	*			*			F			F		

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Existing 2005 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	8	125	0	0	304	7	10	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	125	0	0	304	7	10	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	125	0	0	304	7	10	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	125	0	0	304	7	10	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	308	xxxx	xxxx	xxxxx
Potent Cap.:	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	xxxx	737	xxxx	xxxx	xxxxx
Move Cap.:	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	569	xxxx	737	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	601	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			11.1			xxxxxx	
ApproachLOS:		*			*			B			*	

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Future Background 2020 Weekday Peak Hour Traffic Volumes

Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
Existing Configuration

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec):	120	Critical Vol./Cap. (X):	1.009	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	63.9	
Optimal Cycle:	180	Level Of Service:	E	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	163	715	98	117	650	39	169	1528	345	84	449	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	715	98	117	650	39	169	1528	345	84	449	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	715	98	117	650	39	169	1528	345	84	449	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	715	98	117	650	39	169	1528	345	84	449	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	715	98	117	650	39	169	1528	345	84	449	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.76	0.24	1.00	1.89	0.11	1.00	1.63	0.37	1.00	1.68	0.32
Final Sat.:	1805	3120	425	1805	3375	203	1805	2863	646	1805	2965	559
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.06	0.19	0.19	0.09	0.53	0.53	0.05	0.15	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.06	0.20	0.20	0.22	0.53	0.53	0.05	0.36	0.36
Volume/Cap:	0.97	1.01	1.01	1.01	0.97	0.97	0.43	1.01	1.01	1.01	0.43	0.43
Delay/Veh:	114.6	80.3	80.3	142.1	74.1	74.1	41.0	51.3	51.3	158.0	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	80.3	80.3	142.1	74.1	74.1	41.0	51.3	51.3	158.0	29.6	29.6
HCM2kAvg:	10	21	21	8	17	17	6	43	43	6	7	7

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
Future Configuration

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.872	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	36.6	
Optimal Cycle:	106	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	163	715	98	117	650	39	169	1528	345	84	449	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	715	98	117	650	39	169	1528	345	84	449	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	715	98	117	650	39	169	1528	345	84	449	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	715	98	117	650	39	169	1528	345	84	449	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	715	98	117	650	39	169	1528	345	84	449	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.76	0.24	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3120	425	3502	3375	203	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.03	0.19	0.19	0.09	0.42	0.21	0.05	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.26	0.26	0.04	0.24	0.24	0.23	0.49	0.49	0.05	0.31	0.31
Volume/Cap:	0.79	0.87	0.87	0.87	0.79	0.79	0.40	0.87	0.44	0.87	0.40	0.17
Delay/Veh:	65.3	44.3	44.3	89.9	40.6	40.6	33.2	28.1	17.2	99.6	27.6	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	44.3	44.3	89.9	40.6	40.6	33.2	28.1	17.2	99.6	27.6	25.5
HCM2kAvg:	4	15	15	4	12	12	5	24	7	5	6	2

****

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hall Blvd / Denny Rd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	650	690	215	730	0	0	0	0	145	0	120
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	845	897	280	949	0	0	0	0	189	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	845	897	280	949	0	0	0	0	189	0	156
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	0	280	949	0	0	0	0	189	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	0	280	949	0	0	0	0	189	0	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	845	0	280	949	0	0	0	0	189	0	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.37	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	699	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.40	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:				****						****		
Green/Cycle:	0.00	0.38	0.00	0.73	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.62	0.00	0.35	0.42	0.00	0.00	0.00	0.00	0.62	0.00	0.57
Delay/Veh:	0.0	15.9	0.0	7.8	5.7	0.0	0.0	0.0	0.0	26.9	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	7.8	5.7	0.0	0.0	0.0	0.0	26.9	0.0	25.8
HCM2kAvg:	0	7	0	2	5	0	0	0	0	5	0	4

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[34.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	6	0	23	0	0	0	0	1270	8	14	390	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	8	0	30	0	0	0	0	1651	10	18	507	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	30	0	0	0	0	1651	10	18	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	30	0	0	0	0	1651	10	18	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	0	30	0	0	0	0	1651	10	18	507	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1946	xxxx	831	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1661	xxxx	xxxxx
Potent Cap.:	58	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Move Cap.:	56	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	161	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		34.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	590	10	2	660	0	0	0	0	9	0	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	767	13	3	858	0	0	0	0	12	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	13	3	858	0	0	0	0	12	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	13	3	858	0	0	0	0	12	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	767	13	3	858	0	0	0	0	12	0	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx	1208	xxxx	390
Potent Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	292	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.5		
ApproachLOS:	*			*			*			C		

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 87.9 Worst Case Level Of Service: F[738.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	19	761	9	12	903	18	73	4	155	5	1	2
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	25	989	12	16	1174	23	95	5	202	7	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	989	12	16	1174	23	95	5	202	7	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	989	12	16	1174	23	95	5	202	7	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	989	12	16	1174	23	95	5	202	7	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1197	xxxx	xxxxx	1001	xxxx	xxxxx	1762	2267	599	1665	2273	501
Potent Cap.:	590	xxxx	xxxxx	700	xxxx	xxxxx	55	41	450	65	41	521
Move Cap.:	590	xxxx	xxxxx	700	xxxx	xxxxx	51	39	450	30	38	521
Volume/Cap:	0.04	xxxx	xxxx	0.02	xxxx	xxxx	1.88	0.13	0.45	0.21	0.03	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.4	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	123	xxxxx	xxxx	41	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.6	xxxxx	xxxxx	0.8	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	738	xxxxx	xxxxx	120	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			738.1			119.5		
ApproachLOS:	*			*			F			F		

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Sabin St / 124th Ave

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[8.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:		Include					Include					Include					Include			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	1	2	0			0	2	20			11	0	1			0	0	0		
Growth Adj:	1.30	1.30	1.30			1.30	1.30	1.30			1.30	1.30	1.30			1.30	1.30	1.30		
Initial Bse:	1	3	0			0	3	26			14	0	1			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	3	0			0	3	26			14	0	1			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	1	3	0			0	3	26			14	0	1			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	1	3	0			0	3	26			14	0	1			0	0	0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	29	xxxx	xxxxx			xxxx	xxxx	xxxxx			21	xxxx	16			xxxx	xxxx	xxxxx		
Potent Cap.:	1598	xxxx	xxxxx			xxxx	xxxx	xxxxx			1001	xxxx	1070			xxxx	xxxx	xxxxx		
Move Cap.:	1598	xxxx	xxxxx			xxxx	xxxx	xxxxx			1001	xxxx	1070			xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx			xxxx	xxxx	xxxx			0.01	xxxx	0.00			xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	7.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	1006	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	0.0	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	7.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	8.6	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*			*	*	*			*	A	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					8.6					xxxxxx				
ApproachLOS:	*					*					A					*				

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Future Background 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	2 230	0		0 95	8		5	0	6	0	0	0
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	3 299	0		0 124	10		7	0	8	0	0	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	3 299	0		0 124	10		7	0	8	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3 299	0		0 124	10		7	0	8	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	3 299	0		0 124	10		7	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	134 xxxx	xxxxx		xxxx xxxx	xxxxx		433	xxxx	129	xxxx	xxxx	xxxxx
Potent Cap.:	1463 xxxx	xxxxx		xxxx xxxx	xxxxx		584	xxxx	927	xxxx	xxxx	xxxxx
Move Cap.:	1463 xxxx	xxxxx		xxxx xxxx	xxxxx		583	xxxx	927	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 xxxx	xxxx		xxxx xxxx	xxxx		0.01	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Stopped Del:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A *	*	*	*	*	*	*	*	*	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	731	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0 xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	7.5 xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	*	B	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			10.0		xxxxxx				
ApproachLOS:	*		*			B		*				

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
Existing Configuration

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec):	120	Critical Vol./Cap. (X):	1.102	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	82.1	
Optimal Cycle:	180	Level Of Service:	F	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	377	845	72	150	916	130	137	683	176	208	1274	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	845	72	150	916	130	137	683	176	208	1274	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	845	72	150	916	130	124	635	163	208	1274	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	845	72	150	916	130	124	635	163	208	1274	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	845	72	150	916	130	124	635	163	208	1274	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.84	0.16	1.00	1.75	0.25	1.00	1.59	0.41	1.00	1.87	0.13
Final Sat.:	1805	3288	278	1805	3101	440	1805	2783	716	1805	3336	238
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.26	0.08	0.30	0.30	0.07	0.23	0.23	0.12	0.38	0.38
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.35	0.35	0.11	0.27	0.27	0.06	0.27	0.27	0.14	0.35	0.35
Volume/Cap:	1.10	0.74	0.74	0.74	1.10	1.10	1.10	0.84	0.84	0.84	1.10	1.10
Delay/Veh:	127.6	37.0	37.0	65.4	105	105.2	171.1	48.0	48.0	72.2	97.5	97.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.6	37.0	37.0	65.4	105	105.2	171.1	48.0	48.0	72.2	97.5	97.5
HCM2kAvg:	22	16	16	7	29	29	9	16	16	10	37	37

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
Future Configuration

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hall Blvd / Allen Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.952	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	51.9	
Optimal Cycle:	162	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	377	845	72	150	916	130	137	683	176	208	1274	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	845	72	150	916	130	137	683	176	208	1274	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	845	72	150	916	130	124	635	163	208	1274	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	845	72	150	916	130	124	635	163	208	1274	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	845	72	150	916	130	124	635	163	208	1274	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3288	278	3502	3101	440	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.04	0.30	0.30	0.07	0.18	0.10	0.12	0.35	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.06	0.31	0.31	0.07	0.27	0.27	0.18	0.37	0.37
Volume/Cap:	0.95	0.71	0.71	0.71	0.95	0.95	0.95	0.66	0.38	0.66	0.95	0.15
Delay/Veh:	85.8	34.6	34.6	65.8	57.3	57.3	119.2	40.7	36.4	51.1	51.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	34.6	34.6	65.8	57.3	57.3	119.2	40.7	36.4	51.1	51.3	25.3
HCM2kAvg:	11	15	15	4	24	24	8	11	5	8	28	2

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hall Blvd / Denny Rd

Cycle (sec):	150	Critical Vol./Cap. (X):	0.950
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	49.6
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	935	340	120	865	0	0	0	0	630	0	260
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1216	442	156	1125	0	0	0	0	819	0	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1216	442	156	1125	0	0	0	0	819	0	338
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1216	0	156	1125	0	0	0	0	819	0	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1216	0	156	1125	0	0	0	0	819	0	338
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1216	0	156	1125	0	0	0	0	819	0	338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.20	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	371	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.42	0.31	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Crit Moves:				****						****		
Green/Cycle:	0.00	0.35	0.00	0.48	0.44	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.95	0.00	0.54	0.70	0.00	0.00	0.00	0.00	0.95	0.00	0.44
Delay/Veh:	0.0	62.7	0.0	60.1	35.1	0.0	0.0	0.0	0.0	57.8	0.0	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.7	0.0	60.1	35.1	0.0	0.0	0.0	0.0	57.8	0.0	26.4
HCM2kAvg:	0	32	0	6	21	0	0	0	0	43	0	10

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[88.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module: >> Count Date: 1 Jun 2004 << PM Peak												
Base Vol:	15	0	30	0	0	0	0	760	18	40	1690	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	20	0	39	0	0	0	0	988	23	52	2197	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	39	0	0	0	0	988	23	52	2197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	39	0	0	0	0	988	23	52	2197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	0	39	0	0	0	0	988	23	52	2197	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2202	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Potent Cap.:	39	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	37	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	0.53	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	88.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		88.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: F[56.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module: Pm Peak Hour												
Base Vol:	0 920	13		2 960	0		0 0	0		12 0	5	
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30	
Initial Bse:	0 1196	17		3 1248	0		0 0	0		16 0	7	
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 1196	17		3 1248	0		0 0	0		16 0	7	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 1196	17		3 1248	0		0 0	0		16 0	7	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	0 1196	17		3 1248	0		0 0	0		16 0	7	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			6.8 xxxx	6.9	
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			1213 xxxx xxxxx			xxxx xxxx xxxxx			1834 xxxx	606	
Potent Cap.:	xxxx xxxx xxxxx			582 xxxx xxxxx			xxxx xxxx xxxxx			69 xxxx	445	
Move Cap.:	xxxx xxxx xxxxx			582 xxxx xxxxx			xxxx xxxx xxxxx			69 xxxx	445	
Volume/Cap:	xxxx xxxx xxxx			0.00 xxxx xxxx			xxxx xxxx xxxx			0.23 xxxx	0.01	
Level Of Service Module:												
Queue:	xxxxx xxxx xxxxx			0.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx	xxxxx	
Stopped Del:	xxxxx xxxx xxxxx			11.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx	xxxxx	
LOS by Move:	* * *			B * *			* * *			* *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 92	xxxxx	
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.9	xxxxx	
Shrd StpDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 56.4	xxxxx	
Shared LOS:	* * *			* * *			* * *			* F	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			56.4		
ApproachLOS:	*			*			*			F		

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 30.8 Worst Case Level Of Service: F[1062.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	121	1092	7	2	1054	99	23	0	40	8	0	2
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	157	1420	9	3	1370	129	30	0	52	10	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1420	9	3	1370	129	30	0	52	10	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1420	9	3	1370	129	30	0	52	10	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	157	1420	9	3	1370	129	30	0	52	10	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1499	xxxx	xxxxx	1429	xxxx	xxxxx	2464	xxxx	749	2429	xxxx	714
Potent Cap.:	453	xxxx	xxxxx	482	xxxx	xxxxx	16	xxxx	359	17	xxxx	378
Move Cap.:	453	xxxx	xxxxx	482	xxxx	xxxxx	12	xxxx	359	11	xxxx	378
Volume/Cap:	0.35	xxxx	xxxx	0.01	xxxx	xxxx	2.59	xxxx	0.15	0.98	xxxx	0.01
Level Of Service Module:												
Queue:	1.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	17.1	xxxx	xxxxx	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	30	xxxxx	xxxx	13	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	2.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1063	xxxxx	xxxxx	626	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			1062.9			626.1		
ApproachLOS:	*			*			F			F		

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1	0	0	1	16	14	0	1	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	1	0	0	1	21	18	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	0	0	1	21	18	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	0	1	21	18	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	1	0	0	1	21	18	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	22	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	12	xxxx	xxxx	xxxxx
Potent Cap.:	1606	xxxx	xxxxx	xxxx	xxxx	xxxxx	1008	xxxx	1075	xxxx	xxxx	xxxxx
Move Cap.:	1606	xxxx	xxxxx	xxxx	xxxx	xxxxx	1007	xxxx	1075	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1012	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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Future Background 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	8	125	0	0	304	7	10	0	3	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	10	163	0	0	395	9	13	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	163	0	0	395	9	13	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	163	0	0	395	9	13	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	163	0	0	395	9	13	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	404	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	xxxx	400	xxxx	xxxx	xxxxx
Potent Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	478	xxxx	655	xxxx	xxxx	xxxxx
Move Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	xxxx	655	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	507	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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Total Future 2020 Weekday Peak Hour Traffic Volumes with Buildout of R7 Zoning Option (Scenario No 1)

Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.846	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	40.0	
Optimal Cycle:	106	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	163	715	98	117	650	39	169	1528	345	84	449	84
Added Vol:	1	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	716	98	117	650	39	169	1528	345	84	449	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	716	98	117	650	39	169	1528	345	84	449	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	716	98	117	650	39	169	1528	345	84	449	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	164	716	98	117	650	39	169	1528	345	84	449	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.76	0.24	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3120	425	3502	3375	203	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.03	0.19	0.19	0.09	0.42	0.21	0.05	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.27	0.27	0.04	0.25	0.25	0.24	0.50	0.50	0.06	0.32	0.32
Volume/Cap:	0.77	0.85	0.85	0.85	0.77	0.77	0.39	0.85	0.43	0.85	0.39	0.17
Delay/Veh:	71.2	48.3	48.3	92.8	45.9	45.9	38.9	29.9	19.4	101.2	32.2	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	48.3	48.3	92.8	45.9	45.9	38.9	29.9	19.4	101.2	32.2	29.7
HCM2kAvg:	5	17	17	4	13	13	5	26	8	5	6	2

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec):	60	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	50	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	650	690	215	730	0	0	0	0	145	0	120
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	845	897	280	949	0	0	0	0	189	0	156
Added Vol:	0	0	0	1	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	845	897	281	950	0	0	0	0	189	0	156
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	0	281	950	0	0	0	0	189	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	0	281	950	0	0	0	0	189	0	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	845	0	281	950	0	0	0	0	189	0	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.37	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	700	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.40	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:				****						****		
Green/Cycle:	0.00	0.38	0.00	0.73	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.62	0.00	0.35	0.42	0.00	0.00	0.00	0.00	0.62	0.00	0.57
Delay/Veh:	0.0	16.0	0.0	7.8	5.7	0.0	0.0	0.0	0.0	26.9	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	0.0	7.8	5.7	0.0	0.0	0.0	0.0	26.9	0.0	25.8
HCM2kAvg:	0	7	0	2	5	0	0	0	0	5	0	4

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Allen Ave / SW 124th Ave

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[33.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	6	0	23	0	0	0	0	1270	8	14	390	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	8	0	30	0	0	0	0	1651	10	18	507	0
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	31	0	0	0	0	1651	10	19	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	31	0	0	0	0	1651	10	19	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	0	31	0	0	0	0	1651	10	19	507	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1948	xxxx	831	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1661	xxxx	xxxxx
Potent Cap.:	58	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Move Cap.:	56	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	163	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	33.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		33.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	590	10	2	660	0	0	0	0	9	0	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	767	13	3	858	0	0	0	0	12	0	14
Added Vol:	0	0	0	1	0	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	13	4	858	0	0	0	0	13	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	13	4	858	0	0	0	0	13	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	767	13	4	858	0	0	0	0	13	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx	1210	xxxx	390
Potent Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	290	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.7		
ApproachLOS:	*			*			*			C		

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 88.2 Worst Case Level Of Service: F[739.9]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	19	761		9		12	903		18		73		4	155		5		1	2	
Growth Adj:	1.30	1.30		1.30		1.30	1.30		1.30		1.30		1.30	1.30		1.30		1.30	1.30	
Initial Bse:	25	989		12		16	1174		23		95		5	202		7		1	3	
Added Vol:	0	0		0		0	1		0		0		0	0		1		0	0	
PasserByVol:	0	0		0		0	0		0		0		0	0		0		0	0	
Initial Fut:	25	989		12		16	1175		23		95		5	202		8		1	3	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	
PHF Volume:	25	989		12		16	1175		23		95		5	202		8		1	3	
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0	0	
Final Vol.:	25	989		12		16	1175		23		95		5	202		8		1	3	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5	6.5		6.9		7.5	6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	1198	xxxx	xxxxx			1001	xxxx	xxxxx			1763	2268		599		1666	2274		501	
Potent Cap.:	590	xxxx	xxxxx			700	xxxx	xxxxx			55	41		450		65	41		521	
Move Cap.:	590	xxxx	xxxxx			700	xxxx	xxxxx			50	38		450		30	38		521	
Volume/Cap:	0.04	xxxx	xxxx			0.02	xxxx	xxxx			1.88	0.14		0.45		0.25	0.03		0.00	
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Stopped Del:	11.4	xxxx	xxxxx			10.3	xxxx	xxxxx			xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	B	*		*		B	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		122	xxxxx		xxxx		40	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		26.6	xxxxx		xxxxx		0.9	xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		740	xxxxx		xxxxx		128	xxxxx	
Shared LOS:	*	*		*		*	*		*		*		F	*		*		F	*	
ApproachDel:	xxxxxx					xxxxxx					739.9					127.8				
ApproachLOS:	*					*					F					F				

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Sabin St / 124th Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	2	0	0	2	20	11	0	1	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	3	0	0	3	26	14	0	1	0	0	0
Added Vol:	0	0	0	0	1	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	0	0	4	28	15	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	0	0	4	28	15	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	3	0	0	4	28	15	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	xxxx	18	xxxx	xxxx	xxxxx
Potent Cap.:	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	999	xxxx	1067	xxxx	xxxx	xxxxx
Move Cap.:	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	998	xxxx	1067	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1003	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			8.6			xxxxxx	
ApproachLOS:		*			*			A			*	

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Lombard at Bruce Lane

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	2	230	0	0	95	8	5	0	6	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	3	299	0	0	124	10	7	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	299	0	0	124	10	7	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	299	0	0	124	10	7	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	299	0	0	124	10	7	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	xxxx	129	xxxx	xxxx	xxxxx
Potent Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	927	xxxx	xxxx	xxxxx
Move Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	xxxx	927	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	731	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.952	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	51.9	
Optimal Cycle:	162	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1	0	2 0 1	1	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	377	845	72	150	916	130	137	683	176	208	1274	91
Added Vol:	0	1	0	0	1	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	846	72	150	918	130	137	683	177	208	1274	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	846	72	150	918	130	124	635	164	208	1274	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	846	72	150	918	130	124	635	164	208	1274	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	846	72	150	918	130	124	635	164	208	1274	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3289	278	3502	3102	440	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.04	0.30	0.30	0.07	0.18	0.10	0.12	0.35	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.06	0.31	0.31	0.07	0.27	0.27	0.18	0.37	0.37
Volume/Cap:	0.95	0.71	0.71	0.71	0.95	0.95	0.95	0.66	0.38	0.66	0.95	0.15
Delay/Veh:	85.9	34.6	34.6	65.9	57.3	57.3	119.3	40.7	36.4	51.1	51.4	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	34.6	34.6	65.9	57.3	57.3	119.3	40.7	36.4	51.1	51.4	25.3
HCM2kAvg:	11	15	15	4	24	24	8	11	5	8	28	2

****

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec):	130		Critical Vol./Cap. (X):	0.953
Loss Time (sec):	12 (Y+R = 4 sec)		Average Delay (sec/veh):	46.5
Optimal Cycle:	180		Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	935	340	120	865	0	0	0	0	630	0	260
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1216	442	156	1125	0	0	0	0	819	0	338
Added Vol:	0	1	0	1	1	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1216	442	157	1126	0	0	0	0	819	0	339
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1216	0	157	1126	0	0	0	0	819	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1216	0	157	1126	0	0	0	0	819	0	339
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1216	0	157	1126	0	0	0	0	819	0	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.20	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	382	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.41	0.31	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Crit Moves:				****						****		
Green/Cycle:	0.00	0.35	0.00	0.48	0.44	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.97	0.00	0.52	0.71	0.00	0.00	0.00	0.00	0.97	0.00	0.45
Delay/Veh:	0.0	59.6	0.0	50.7	31.3	0.0	0.0	0.0	0.0	56.6	0.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	59.6	0.0	50.7	31.3	0.0	0.0	0.0	0.0	56.6	0.0	23.6
HCM2kAvg:	0	29	0	5	19	0	0	0	0	39	0	9

****

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: F[88.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module: >> Count Date: 1 Jun 2004 << PM Peak												
Base Vol:	15	0	30	0	0	0	0	760	18	40	1690	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	20	0	39	0	0	0	0	988	23	52	2197	0
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	40	0	0	0	0	988	23	54	2197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	40	0	0	0	0	988	23	54	2197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	0	40	0	0	0	0	988	23	54	2197	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2206	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Potent Cap.:	39	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	36	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	0.54	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	97	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	88.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		88.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[57.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:	Pm Peak Hour											
Base Vol:	0	920	13	2	960	0	0	0	0	12	0	5
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1196	17	3	1248	0	0	0	0	16	0	7
Added Vol:	0	0	1	2	0	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1196	18	5	1248	0	0	0	0	17	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1196	18	5	1248	0	0	0	0	17	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1196	18	5	1248	0	0	0	0	17	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	1838	xxxx	607
Potent Cap.:	xxxx	xxxx	xxxxx	582	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	444
Move Cap.:	xxxx	xxxx	xxxxx	582	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	xxxx	444
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	93	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	57.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			57.1		
ApproachLOS:	*			*			*			F		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 31.3 Worst Case Level Of Service: F[1067.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 1 0			1 0 1 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	121	1092	7	2	1054	99	23	0	40	8	0	2
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	157	1420	9	3	1370	129	30	0	52	10	0	3
Added Vol:	0	1	1	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1421	10	3	1371	129	30	0	52	11	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1421	10	3	1371	129	30	0	52	11	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	157	1421	10	3	1371	129	30	0	52	11	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1500	xxxx	xxxxx	1431	xxxx	xxxxx	2466	xxxx	750	2431	xxxx	715
Potent Cap.:	453	xxxx	xxxxx	481	xxxx	xxxxx	16	xxxx	358	17	xxxx	378
Move Cap.:	453	xxxx	xxxxx	481	xxxx	xxxxx	12	xxxx	358	11	xxxx	378
Volume/Cap:	0.35	xxxx	xxxx	0.01	xxxx	xxxx	2.60	xxxx	0.15	1.08	xxxx	0.01
Level Of Service Module:												
Queue:	1.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	17.1	xxxx	xxxxx	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	30	xxxxx	xxxx	13	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	2.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1067	xxxxx	xxxxx	676	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			1067.1			675.6		
ApproachLOS:	*			*			F			F		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	1	1		0		0	1		16		14		0		1	0		0		
Growth Adj:	1.30	1.30		1.30		1.30	1.30		1.30		1.30		1.30		1.30	1.30		1.30		
Initial Bse:	1	1		0		0	1		21		18		0		1	0		0		
Added Vol:	0	1		0		0	1		2		3		0		0	0		0		
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		
Initial Fut:	1	2		0		0	2		23		21		0		1	0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Volume:	1	2		0		0	2		23		21		0		1	0		0		
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		
Final Vol.:	1	2		0		0	2		23		21		0		1	0		0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx					19	xxxx		14	xxxx	xxxx	xxxxx			
Potent Cap.:	1602	xxxx	xxxxx	xxxx	xxxx	xxxxx					1004	xxxx		1072	xxxx	xxxx	xxxxx			
Move Cap.:	1602	xxxx	xxxxx	xxxx	xxxx	xxxxx					1004	xxxx		1072	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.02	xxxx		0.00	xxxx	xxxx	xxxx			

Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1007	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx										
ApproachLOS:	*			*			A			*										

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R7 Zoning (Scenario No 1)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	8 125	0		0 304	7		10	0	3	0	0	0
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	10 163	0		0 395	9		13	0	4	0	0	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	10 163	0		0 395	9		13	0	4	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10 163	0		0 395	9		13	0	4	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	10 163	0		0 395	9		13	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	404 xxxx	xxxxx		xxxx xxxx	xxxxx		583	xxxx	400	xxxx	xxxx	xxxxx
Potent Cap.:	1165 xxxx	xxxxx		xxxx xxxx	xxxxx		478	xxxx	655	xxxx	xxxx	xxxxx
Move Cap.:	1165 xxxx	xxxxx		xxxx xxxx	xxxxx		475	xxxx	655	xxxx	xxxx	xxxxx
Volume/Cap:	0.01 xxxx	xxxx		xxxx xxxx	xxxx		0.03	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1 xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*		* *	*		*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	507	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.1 xxxx	xxxxx	xxxxx	xxxx xxxx	xxxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		* *	*		*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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Total Future 2020 Weekday Peak Hour Traffic Volumes with Buildout of R1 Zoning Option (Scenario No 2)

Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 107 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	163	715	98	117	650	39	169	1528	345	84	449	84
Added Vol:	6	8	0	0	2	0	0	1	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	723	98	117	652	39	169	1529	346	84	451	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	723	98	117	652	39	169	1529	346	84	451	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	723	98	117	652	39	169	1529	346	84	451	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	723	98	117	652	39	169	1529	346	84	451	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.76	0.24	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3124	421	3502	3379	202	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.03	0.19	0.19	0.09	0.42	0.21	0.05	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.27	0.27	0.04	0.25	0.25	0.24	0.50	0.50	0.06	0.32	0.32
Volume/Cap:	0.77	0.85	0.85	0.85	0.77	0.77	0.39	0.85	0.43	0.85	0.39	0.17
Delay/Veh:	71.0	48.4	48.4	93.4	46.0	46.0	39.1	30.1	19.5	102.0	32.2	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	48.4	48.4	93.4	46.0	46.0	39.1	30.1	19.5	102.0	32.2	29.7
HCM2kAvg:	5	17	17	4	13	13	5	27	8	5	7	2

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec):	60	Critical Vol./Cap. (X):	0.644	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	12.6	
Optimal Cycle:	50	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	650	690	215	730	0	0	0	0	145	0	120
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	845	897	280	949	0	0	0	0	189	0	156
Added Vol:	0	2	0	11	8	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	847	897	291	957	0	0	0	0	189	0	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	847	0	291	957	0	0	0	0	189	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	847	0	291	957	0	0	0	0	189	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	847	0	291	957	0	0	0	0	189	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.37	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	707	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.41	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:				****						****		
Green/Cycle:	0.00	0.38	0.00	0.73	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.63	0.00	0.36	0.42	0.00	0.00	0.00	0.00	0.63	0.00	0.59
Delay/Veh:	0.0	16.2	0.0	8.0	5.6	0.0	0.0	0.0	0.0	27.3	0.0	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	8.0	5.6	0.0	0.0	0.0	0.0	27.3	0.0	26.4
HCM2kAvg:	0	7	0	2	5	0	0	0	0	5	0	4

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[35.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	6	0	23	0	0	0	0	1270	8	14	390	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	8	0	30	0	0	0	0	1651	10	18	507	0
Added Vol:	2	0	13	0	0	0	0	0	1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	43	0	0	0	0	1651	11	21	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	43	0	0	0	0	1651	11	21	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	0	43	0	0	0	0	1651	11	21	507	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1953	xxxx	831	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1662	xxxx	xxxxx
Potent Cap.:	57	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	xxxxx
Move Cap.:	55	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	168	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	35.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		35.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[19.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	590	10	2	660	0	0	0	0	9	0	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	767	13	3	858	0	0	0	0	12	0	14
Added Vol:	0	0	2	3	0	0	0	0	0	9	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	15	6	858	0	0	0	0	21	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	15	6	858	0	0	0	0	21	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	767	15	6	858	0	0	0	0	21	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	782	xxxx	xxxxx	xxxx	xxxx	xxxxx	1215	xxxx	391
Potent Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	299	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.4		
ApproachLOS:	*			*			*			C		

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hall Blvd / Metz St

Average Delay (sec/veh): 90.4 Worst Case Level Of Service: F[756.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	761	9	12	903	18	73	4	155	5	1	2
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	25	989	12	16	1174	23	95	5	202	7	1	3
Added Vol:	0	2	2	0	9	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	991	14	16	1183	23	95	5	202	16	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	991	14	16	1183	23	95	5	202	16	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	991	14	16	1183	23	95	5	202	16	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1206	xxxx	xxxxx	1005	xxxx	xxxxx	1772	2280	603	1673	2285	503
Potent Cap.:	585	xxxx	xxxxx	697	xxxx	xxxxx	54	40	447	64	40	520
Move Cap.:	585	xxxx	xxxxx	697	xxxx	xxxxx	50	38	447	30	38	520
Volume/Cap:	0.04	xxxx	xxxx	0.02	xxxx	xxxx	1.91	0.14	0.45	0.52	0.03	0.01
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.4	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	121	xxxxx	xxxx	35	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx	xxxxx	1.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	757	xxxxx	xxxxx	199	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			756.8			198.9		
ApproachLOS:	*			*			F			F		

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[8.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	2	0	0	2	20	11	0	1	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	3	0	0	3	26	14	0	1	0	0	0
Added Vol:	0	2	0	0	9	23	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	0	0	12	49	19	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	5	0	0	12	49	19	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	5	0	0	12	49	19	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	61	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	xxxx	36	xxxx	xxxx	xxxxx
Potent Cap.:	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx	973	xxxx	1042	xxxx	xxxx	xxxxx
Move Cap.:	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx	972	xxxx	1042	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	976	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2 230	0		0 95	8		5	0	6	0	0	0
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	3 299	0		0 124	10		7	0	8	0	0	0
Added Vol:	1 0	0		0 0	1		3	0	3	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	4 299	0		0 124	11		10	0	11	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4 299	0		0 124	11		10	0	11	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	4 299	0		0 124	11		10	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	135 xxxx	xxxxx		xxxx xxxx	xxxxx		435	xxxx	129	xxxx	xxxx	xxxxx
Potent Cap.:	1462 xxxx	xxxxx		xxxx xxxx	xxxxx		582	xxxx	926	xxxx	xxxx	xxxxx
Move Cap.:	1462 xxxx	xxxxx		xxxx xxxx	xxxxx		581	xxxx	926	xxxx	xxxx	xxxxx
Volume/Cap:	0.00 xxxx	xxxx		xxxx xxxx	xxxx		0.02	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Stopped Del:	7.5 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A *	*	*	* *	*	*	*	*	*	*	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	724	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.5 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*	*	* *	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hall Blvd / Allen Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.955	
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	52.3	
Optimal Cycle:	165	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	377	845	72	150	916	130	137	683	176	208	1274	91
Added Vol:	2	3	0	0	8	0	0	2	5	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	848	72	150	924	130	137	685	181	208	1275	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	848	72	150	924	130	124	637	168	208	1275	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	848	72	150	924	130	124	637	168	208	1275	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	379	848	72	150	924	130	124	637	168	208	1275	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3289	277	3502	3108	437	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.04	0.30	0.30	0.07	0.18	0.10	0.12	0.35	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.06	0.31	0.31	0.07	0.27	0.27	0.17	0.37	0.37
Volume/Cap:	0.96	0.71	0.71	0.71	0.96	0.96	0.96	0.66	0.39	0.66	0.96	0.15
Delay/Veh:	86.5	34.5	34.5	65.8	57.8	57.8	120.3	40.8	36.5	51.3	52.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	34.5	34.5	65.8	57.8	57.8	120.3	40.8	36.5	51.3	52.0	25.4
HCM2kAvg:	11	15	15	4	24	24	8	11	5	8	28	2

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec):	130	Critical Vol./Cap. (X):	0.956	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	47.0	
Optimal Cycle:	180	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	935	340	120	865	0	0	0	0	630	0	260
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1216	442	156	1125	0	0	0	0	819	0	338
Added Vol:	0	8	0	5	3	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1224	442	161	1128	0	0	0	0	819	0	348
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1224	0	161	1128	0	0	0	0	819	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1224	0	161	1128	0	0	0	0	819	0	348
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1224	0	161	1128	0	0	0	0	819	0	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.20	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	389	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.41	0.31	0.00	0.00	0.00	0.00	0.45	0.00	0.22
Crit Moves:				****						****		
Green/Cycle:	0.00	0.35	0.00	0.49	0.44	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.97	0.00	0.52	0.71	0.00	0.00	0.00	0.00	0.97	0.00	0.46
Delay/Veh:	0.0	60.5	0.0	50.8	31.1	0.0	0.0	0.0	0.0	57.9	0.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.5	0.0	50.8	31.1	0.0	0.0	0.0	0.0	57.9	0.0	24.0
HCM2kAvg:	0	29	0	5	19	0	0	0	0	39	0	9

****

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F[98.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	1 0		1 0 2	0 0	
Volume Module: >> Count Date: 1 Jun 2004 << PM Peak												
Base Vol:	15	0	30	0	0	0	0	760	18	40	1690	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	20	0	39	0	0	0	0	988	23	52	2197	0
Added Vol:	1	0	6	0	0	0	0	0	2	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	45	0	0	0	0	988	25	65	2197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	45	0	0	0	0	988	25	65	2197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	0	45	0	0	0	0	988	25	65	2197	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2229	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx
Potent Cap.:	37	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	xxxx	xxxxx
Move Cap.:	35	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	xxxx	xxxxx
Volume/Cap:	0.59	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	97	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	98.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		98.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****
Intersection #4 Hall Blvd / Sabin St
****
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[59.8]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: Pm Peak Hour												
Base Vol:	0	920	13	2	960	0	0	0	0	12	0	5
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1196	17	3	1248	0	0	0	0	16	0	7
Added Vol:	0	0	9	13	0	0	0	0	0	4	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1196	26	16	1248	0	0	0	0	20	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1196	26	16	1248	0	0	0	0	20	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1196	26	16	1248	0	0	0	0	20	0	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1222	xxxx	xxxxx	xxxx	xxxx	xxxxx	1864	xxxx	611
Potent Cap.:	xxxx	xxxx	xxxxx	578	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	xxxx	442
Move Cap.:	xxxx	xxxx	xxxxx	578	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	xxxx	442
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	97	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	59.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			59.8		
ApproachLOS:	*			*			*			F		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Hall Blvd / Metz St

****

Average Delay (sec/veh): 33.0 Worst Case Level Of Service: F[1086.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	121	1092	7	2	1054	99	23	0	40	8	0	2
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	157	1420	9	3	1370	129	30	0	52	10	0	3
Added Vol:	0	9	9	0	4	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1429	18	3	1374	129	30	0	52	14	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1429	18	3	1374	129	30	0	52	14	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	157	1429	18	3	1374	129	30	0	52	14	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1503	xxxx	xxxxx	1447	xxxx	xxxxx	2473	xxxx	751	2445	xxxx	723
Potent Cap.:	452	xxxx	xxxxx	475	xxxx	xxxxx	16	xxxx	358	17	xxxx	373
Move Cap.:	452	xxxx	xxxxx	475	xxxx	xxxxx	11	xxxx	358	10	xxxx	373
Volume/Cap:	0.35	xxxx	xxxx	0.01	xxxx	xxxx	2.63	xxxx	0.15	1.40	xxxx	0.01
Level Of Service Module:												
Queue:	1.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	17.2	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	29	xxxxx	xxxx	12	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	2.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1086	xxxxx	xxxxx	839	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			1086.0			839.4		
ApproachLOS:	*			*			F			F		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[8.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0	0	0 0 1!	0 0	0	0 0 0	0 0	0
Volume Module:												
Base Vol:	1	1	0	0	1	16	14	0	1	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	1	0	0	1	21	18	0	1	0	0	0
Added Vol:	0	9	0	0	4	10	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	10	0	0	5	31	40	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	0	5	31	40	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	10	0	0	5	31	40	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	36	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	xxxx	21	xxxx	xxxx	xxxxx
Potent Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	985	xxxx	1063	xxxx	xxxx	xxxxx
Move Cap.:	1588	xxxx	xxxxx	xxxx	xxxx	xxxxx	984	xxxx	1063	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	987	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			8.8			xxxxxx	
ApproachLOS:		*			*			A			*	

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R1 Zoning (Scenario No 2)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	8 125	0		0 304	7		10	0	3	0	0	0
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	10 163	0		0 395	9		13	0	4	0	0	0
Added Vol:	3 0	0		0 0	3		1	0	1	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	13 163	0		0 395	12		14	0	5	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13 163	0		0 395	12		14	0	5	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	13 163	0		0 395	12		14	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	407 xxxx	xxxxx		xxxx xxxx	xxxxx		591	xxxx	401	xxxx	xxxx	xxxxx
Potent Cap.:	1162 xxxx	xxxxx		xxxx xxxx	xxxxx		473	xxxx	653	xxxx	xxxx	xxxxx
Move Cap.:	1162 xxxx	xxxxx		xxxx xxxx	xxxxx		469	xxxx	653	xxxx	xxxx	xxxxx
Volume/Cap:	0.01 xxxx	xxxx		xxxx xxxx	xxxx		0.03	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*		* *	*		*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	506	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		* *	*		*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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Total Future 2020 Weekday Peak Hour Traffic Volumes with Buildout of R2 Zoning Option (Scenario No 3)

Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 107 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module: 2005 AM Peak Hour												
Base Vol:	125	550	75	90	500	30	130	1175	265	65	345	65
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	163	715	98	117	650	39	169	1528	345	84	449	84
Added Vol:	2	3	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	718	98	117	650	39	169	1528	345	84	450	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	718	98	117	650	39	169	1528	345	84	450	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	718	98	117	650	39	169	1528	345	84	450	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	718	98	117	650	39	169	1528	345	84	450	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.76	0.24	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3121	424	3502	3375	203	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.03	0.19	0.19	0.09	0.42	0.21	0.05	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.27	0.27	0.04	0.25	0.25	0.24	0.50	0.50	0.06	0.32	0.32
Volume/Cap:	0.77	0.85	0.85	0.85	0.77	0.77	0.39	0.85	0.43	0.85	0.39	0.17
Delay/Veh:	71.1	48.4	48.4	92.9	45.9	45.9	39.0	29.9	19.4	101.4	32.2	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	48.4	48.4	92.9	45.9	45.9	39.0	29.9	19.4	101.4	32.2	29.7
HCM2kAvg:	5	17	17	4	13	13	5	26	8	5	6	2

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Hall Blvd / Denny Rd

****

Cycle (sec):	60	Critical Vol./Cap. (X):	0.635	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	12.5	
Optimal Cycle:	50	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	650	690	215	730	0	0	0	0	145	0	120
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	845	897	280	949	0	0	0	0	189	0	156
Added Vol:	0	0	0	4	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	845	897	284	952	0	0	0	0	189	0	157
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	0	284	952	0	0	0	0	189	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	0	284	952	0	0	0	0	189	0	157
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	845	0	284	952	0	0	0	0	189	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.37	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	703	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.40	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:				****						****		
Green/Cycle:	0.00	0.38	0.00	0.73	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.62	0.00	0.35	0.42	0.00	0.00	0.00	0.00	0.62	0.00	0.58
Delay/Veh:	0.0	16.0	0.0	7.8	5.7	0.0	0.0	0.0	0.0	27.0	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	0.0	7.8	5.7	0.0	0.0	0.0	0.0	27.0	0.0	26.0
HCM2kAvg:	0	7	0	2	5	0	0	0	0	5	0	4

****

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[35.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	6	0	23	0	0	0	0	1270	8	14	390	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	8	0	30	0	0	0	0	1651	10	18	507	0
Added Vol:	1	0	5	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	35	0	0	0	0	1651	10	19	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	35	0	0	0	0	1651	10	19	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	0	35	0	0	0	0	1651	10	19	507	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1948	xxxx	831	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1661	xxxx	xxxxx
Potent Cap.:	58	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Move Cap.:	56	xxxx	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	163	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	35.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		35.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[19.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	590	10	2	660	0	0	0	0	9	0	11
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	767	13	3	858	0	0	0	0	12	0	14
Added Vol:	0	0	1	1	0	0	0	0	0	4	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	14	4	858	0	0	0	0	16	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	14	4	858	0	0	0	0	16	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	767	14	4	858	0	0	0	0	16	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	781	xxxx	xxxxx	xxxx	xxxx	xxxxx	1210	xxxx	391
Potent Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	292	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.0		
ApproachLOS:	*			*			*			C		

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hall Blvd / Metz St

Average Delay (sec/veh): 89.0 Worst Case Level Of Service: F[746.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	19	761		9		12	903		18		73		4	155		5		1		2
Growth Adj:	1.30	1.30		1.30		1.30	1.30		1.30		1.30		1.30	1.30		1.30		1.30		1.30
Initial Bse:	25	989		12		16	1174		23		95		5	202		7		1		3
Added Vol:	0	1		1		0	4		0		0		0	0		4		0		0
PasserByVol:	0	0		0		0	0		0		0		0	0		0		0		0
Initial Fut:	25	990		13		16	1178		23		95		5	202		11		1		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	25	990		13		16	1178		23		95		5	202		11		1		3
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Final Vol.:	25	990		13		16	1178		23		95		5	202		11		1		3
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5		6.5	6.9		7.5		6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5		4.0	3.3		3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	1201	xxxx	xxxxx			1003	xxxx	xxxxx			1766		2273	601		1669		2279		502
Potent Cap.:	588	xxxx	xxxxx			698	xxxx	xxxxx			54		41	449		64		40		520
Move Cap.:	588	xxxx	xxxxx			698	xxxx	xxxxx			50		38	449		30		38		520
Volume/Cap:	0.04	xxxx	xxxx			0.02	xxxx	xxxx			1.89		0.14	0.45		0.35		0.03		0.00
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Stopped Del:	11.4	xxxx	xxxxx			10.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*			B	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		122	xxxxx		xxxx		37		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		26.7	xxxxx		xxxxx		1.3		xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		746	xxxxx		xxxxx		153		xxxxx
Shared LOS:	*	*	*			*	*	*			*		F	*		*		F		*
ApproachDel:	xxxxxx					xxxxxx					746.5					153.2				
ApproachLOS:	*					*					F					F				

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Sabin St / 124th Ave

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	1	2	0	0	2	20	11	0	1	0	0	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	1	3	0	0	3	26	14	0	1	0	0	0
Added Vol:	0	1	0	0	4	9	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	0	0	7	35	15	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	0	0	7	35	15	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	4	0	0	7	35	15	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	42	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	xxxx	24	xxxx	xxxx	xxxxx
Potent Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx	989	xxxx	1058	xxxx	xxxx	xxxxx
Move Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx	988	xxxx	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	994	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			8.7			xxxxxx	
ApproachLOS:		*			*			A			*	

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Total Future 2020 AM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	2	230		0			0	95		8			5	0		6			0	0		0		
Growth Adj:	1.30	1.30		1.30			1.30	1.30		1.30			1.30	1.30		1.30			1.30	1.30		1.30		
Initial Bse:	3	299		0			0	124		10			7	0		8			0	0		0		
Added Vol:	0	0		0			0	0		0			1	0		1			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	3	299		0			0	124		10			8	0		9			0	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	3	299		0			0	124		10			8	0		9			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	3	299		0			0	124		10			8	0		9			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	134	xxxx	xxxxx	xxxx	xxxx	xxxxx							433	xxxx		129	xxxx	xxxx	xxxxx					
Potent Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx							584	xxxx		927	xxxx	xxxx	xxxxx					
Move Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx							583	xxxx		927	xxxx	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.01	xxxx		0.01	xxxx	xxxx	xxxx					
Level Of Service Module:																								
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Stopped Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	729	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx				10.1			xxxxxx													
ApproachLOS:	*			*				B			*													

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Hall Blvd / Allen Blvd

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 163 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	290	650	55	115	705	100	105	525	135	160	980	70
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	377	845	72	150	916	130	137	683	176	208	1274	91
Added Vol:	1	1	0	0	3	0	0	1	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	846	72	150	920	130	137	684	178	208	1274	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.93	0.93	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	846	72	150	920	130	124	636	165	208	1274	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	846	72	150	920	130	124	636	165	208	1274	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	378	846	72	150	920	130	124	636	165	208	1274	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3289	278	3502	3103	439	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.04	0.30	0.30	0.07	0.18	0.10	0.12	0.35	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.06	0.31	0.31	0.07	0.27	0.27	0.18	0.37	0.37
Volume/Cap:	0.95	0.71	0.71	0.71	0.95	0.95	0.95	0.66	0.38	0.66	0.95	0.15
Delay/Veh:	86.1	34.5	34.5	65.8	57.5	57.5	119.7	40.8	36.4	51.2	51.6	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.1	34.5	34.5	65.8	57.5	57.5	119.7	40.8	36.4	51.2	51.6	25.3
HCM2kAvg:	11	15	15	4	24	24	8	11	5	8	28	2

****

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hall Blvd / Denny Rd

Cycle (sec):	130	Critical Vol./Cap. (X):	0.954	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	46.6	
Optimal Cycle:	180	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	935	340	120	865	0	0	0	0	630	0	260
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	0	1216	442	156	1125	0	0	0	0	819	0	338
Added Vol:	0	3	0	2	1	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1218	442	158	1126	0	0	0	0	819	0	341
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1218	0	158	1126	0	0	0	0	819	0	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1218	0	158	1126	0	0	0	0	819	0	341
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1218	0	158	1126	0	0	0	0	819	0	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.20	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	383	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.41	0.31	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Crit Moves:				****						****		
Green/Cycle:	0.00	0.35	0.00	0.49	0.44	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.97	0.00	0.52	0.71	0.00	0.00	0.00	0.00	0.97	0.00	0.45
Delay/Veh:	0.0	59.8	0.0	50.7	31.2	0.0	0.0	0.0	0.0	56.9	0.0	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	59.8	0.0	50.7	31.2	0.0	0.0	0.0	0.0	56.9	0.0	23.7
HCM2kAvg:	0	29	0	5	19	0	0	0	0	39	0	9

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Allen Ave / SW 124th Ave

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: F[89.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	1 0		1 0	2 0	0
Volume Module: >> Count Date: 1 Jun 2004 << PM Peak												
Base Vol:	15	0	30	0	0	0	0	760	18	40	1690	0
Growth Adj:	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	20	0	39	0	0	0	0	988	23	52	2197	0
Added Vol:	0	0	2	0	0	0	0	0	1	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	41	0	0	0	0	988	24	56	2197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	41	0	0	0	0	988	24	56	2197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	0	41	0	0	0	0	988	24	56	2197	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2211	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx
Potent Cap.:	38	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Move Cap.:	36	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Volume/Cap:	0.54	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	98	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	89.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		89.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Hall Blvd / Sabin St

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[56.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		0 0 0	0 0	0	0 0 1!	0 0	
Volume Module: Pm Peak Hour												
Base Vol:	0 920	13		2 960	0		0 0	0		12 0	5	
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30		1.30 1.30	1.30	
Initial Bse:	0 1196	17		3 1248	0		0 0	0		16 0	7	
Added Vol:	0 0	3		4 0	0		0 0	0		1 0	2	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 1196	20		7 1248	0		0 0	0		17 0	9	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 1196	20		7 1248	0		0 0	0		17 0	9	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	0 1196	20		7 1248	0		0 0	0		17 0	9	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.8 xxxx	6.9	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		1216 xxxx	xxxxx		xxxx xxxx	xxxxx		1843 xxxx	608	
Potent Cap.:	xxxx xxxx	xxxxx		581 xxxx	xxxxx		xxxx xxxx	xxxxx		68 xxxx	444	
Move Cap.:	xxxx xxxx	xxxxx		581 xxxx	xxxxx		xxxx xxxx	xxxxx		67 xxxx	444	
Volume/Cap:	xxxx xxxx	xxxx		0.01 xxxx	xxxx		xxxx xxxx	xxxx		0.25 xxxx	0.02	
Level Of Service Module:												
Queue:	xxxxx xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Stopped Del:	xxxxx xxxx	xxxxx		11.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		B *	*		* *	*		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 95	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 1.0	xxxxx	
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		56.3 xxxxx		
Shared LOS:	* *	*		* *	*		* *	*		* F	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			56.3		
ApproachLOS:	*			*			*			F		

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Total Future 2020 PM Peak Hour Traffic Volume
Perrin Sub Area Rezone
R2 Zoning (Scenario No 3)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 Lombard at Bruce Lane

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	8 125	0		0 304	7		10	0	3	0	0	0
Growth Adj:	1.30 1.30	1.30		1.30 1.30	1.30		1.30	1.30	1.30	1.30	1.30	1.30
Initial Bse:	10 163	0		0 395	9		13	0	4	0	0	0
Added Vol:	1 0	0		0 0	1		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	11 163	0		0 395	10		13	0	4	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11 163	0		0 395	10		13	0	4	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	11 163	0		0 395	10		13	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	405 xxxx	xxxxx		xxxx xxxx	xxxxx		586	xxxx	400	xxxx	xxxx	xxxxx
Potent Cap.:	1164 xxxx	xxxxx		xxxx xxxx	xxxxx		476	xxxx	654	xxxx	xxxx	xxxxx
Move Cap.:	1164 xxxx	xxxxx		xxxx xxxx	xxxxx		473	xxxx	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.01 xxxx	xxxx		xxxx xxxx	xxxx		0.03	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*		* *	*		*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	505	xxxxx	xxxx xxxx		xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.1	xxxxx	xxxxx xxxx		xxxxx
Shrd StpDel:	8.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	12.4	xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	A *	*		* *	*		*	B	*	* *		*
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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MEMORANDUM

"MAKE IT HAPPEN"

CITY OF BEAVERTON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION

To: City of Beaverton Planning Commission

Date: August 16, 2005

From: Leigh Crabtree, Associate Planner

Subject: *Hall/Sabin/124th / CPA2005-0004 / ZMA2005-0005*

Public Comment

The two (2) attached pieces of public comment were not available for inclusion with the Staff Report, dated July 25, 2005.

- Mark Kitzman, received July 27, 2005
- John L. Brosy (for Peter Perrin/LMP LLC), received August 11, 2005

City of Beaverton
Planning Services Division – Attn: Leigh Crabtree
PO Box 4755
Beaverton, Or. 97076

RE: Case File No./Project Name: CPA2005-0004 & ZMA2005-0005 (Hall/Sabin/ 124th CPA & ZMA)

To Whom It May Concern:

Regarding the proposed changes, I am **strongly opposed** to any such changes.

The area involved is currently too densely populated and any proposal to increase the Neighborhood Residential Standard Density would only make the overcrowding, noise, and congestion even worse.

Mark Kitzman
12050 SW Bruce Lane
Beaverton, Or. 97008

RECEIVED
JUL 27 2005
COMMUNITY DEVELOP DEPT.

John L. Brosy **Land Planning and Development Services**

161 High Street SE, Suite 224
Salem, Oregon 97301

Phone: 503-316-1842
Fax 503-362-2541
Email. jlbrosy@goldcom com

August 11, 2005

City of Beaverton Planning Commission
P.O. Box 4755
Beaverton, OR 97076
Attn: Leigh Crabtree, Associate Planner
Via E-mail: lcrabtree@ci.beaverton.or.us

Re: August 24 Planning Commission Hearing
Plan and Zone Study – Hall Blvd. Area

Dear Planning Commission:

I represent Peter Perrin and LMP LLC, property owners of a parcel within your study area. The address is 6420 SW Hall Blvd. The site is a through-lot that has access also to SW 124th. We originally made a full application to the City for Plan and zone change to R-2 earlier this year, but decided to withdraw the application to wait for the outcome of this study before you tonight.

We continue to seek a Plan and zone change in order to allow either R-2 or R-1 residential density on our property, as part of this legislative process. The reasons are numerous and obvious. You may wish to refer to our large earlier application for background.

In the manner explained by staff at two previous neighborhood meetings this summer, we support either Options 1,2 or 3, so long as we may achieve the R-1 or R-2 residential density.

As your staff will report, most or all of the neighbors commenting at the two neighborhood meetings seemed cognizant of their property's investment value and were not opposing any of the changes described by staff.

We urge you to adopt one of the three staff options so that we may proceed to provide more quality owner-occupied housing for this neighborhood.

Sincerely,

John L. Brosy
For Peter Perrin/LMP LLC

CITY of BEAVERTON

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

SUPPLEMENTAL STAFF REPORT

Response to E-Mail from Commissioner Kroger

TO: Planning Commission **REPORT DATE:** August 24, 2005

HEARING DATE: August 24, 2005

FROM: Leigh Crabtree, Associate Planner LMC

PROPOSAL: **CPA2005-0004/ZMA2005-0005 Hall/ Sabin/ 124th Avenue Land Use Map Amendment and Zoning Map Amendment:** Staff propose to amend the City's Comprehensive Plan Land Use Map and Zoning Map for 23 parcels currently within the Neighborhood Residential – Standard Density (NR-SD) Comprehensive Plan Land Use designation and the R-7 (7,000 ft^2/DU) Zoning District. Three options are considered: *Option 1* - Change the Land Use Map to Neighborhood Residential – Medium Density (NR-MD) and the Zoning District to R-2 (2,000 ft^2/DU), *Option 2* – Change the Land Use Map to Neighborhood Residential – High Density (NR-HD) and the Zoning District to R-1 (1,000 ft^2/DU), or *Option 3* - Change the Land Use Map and Zoning District to a combination of Options 1 and 2.

APPLICANT: City of Beaverton

APPROVAL CRITERIA: Comprehensive Plan Section 1.3.1 and Development Code Section 40.97.15.1.C.

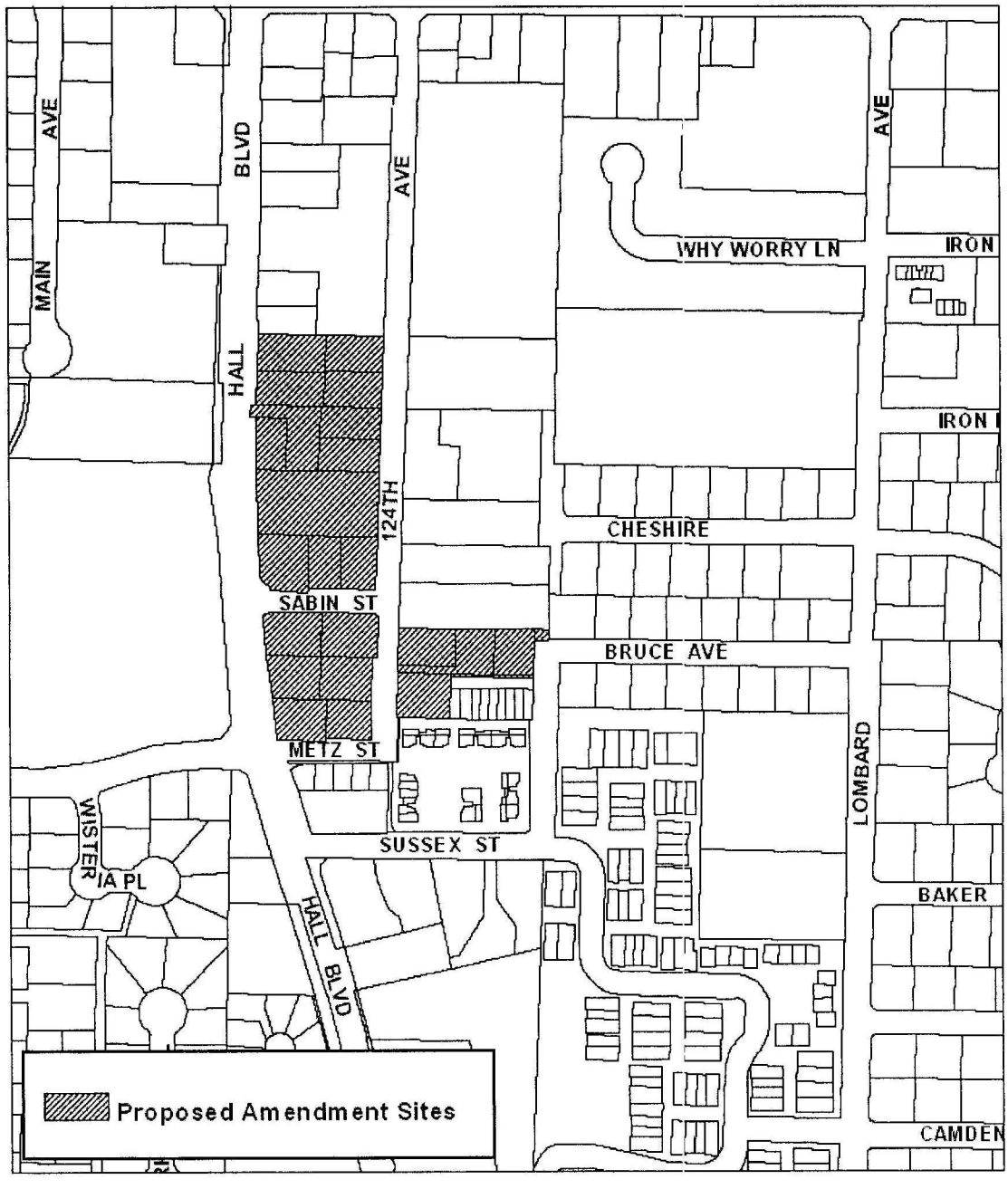
LOCATION: South of Allen Boulevard, on the east side of Hall Boulevard, west of Bruce Lane and north of Metz Street. Map 1S122BB Tax lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3502, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, 4400.

EXISTING USE: The property totals 5.24 acres. Each of the 23 tax lots is developed with a single-family dwelling.

RECOMMENDATION

Based on findings in this report that the criteria contained in Comprehensive Plan Section 1.3.1 and Development Code Section 40.97.15.1.C. are met, staff recommends APPROVAL of CPA2005-0004 and ZMA2005-0005 Option 1 as cited in the attached staff report. Option 1 amends the Comprehensive Plan Land Use Map designation to Neighborhood Residential – Medium Density (NR-MD) and amends Zoning Map district to R-2 (2,000 ft^2/DU) for all lots that are subject to the application.

VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

1S122BB

N

CMA2005-0004
ZMA2005-0005

BACKGROUND FACTS

Origination

The owner of Tax Lot 3000 of Assessor's Map 1S122BB submitted an application to the Development Services Division (DSD) requesting approval of a Comprehensive Plan Map Amendment and Zoning Map Amendment for Tax lot 3000. If approved, the proposal would have changed the Land Use designation from Neighborhood Residential – Standard Density (NR-SD) to Neighborhood Residential – Medium Density (NR-MD) and would have changed the Zoning District from Urban Standard Density (R-7) to Urban Medium Density (R-2). However, DSD staff correctly pointed out to the applicant that staff would be hard pressed to make positive findings for the proposed change for one (1) lot that does not abut another R-2 zoned property.

DSD staff approached Planning Services Division (PSD) staff with the question of whether or not a CPA and ZMA could be presented for the larger area surrounding Tax Lot 3000. PSD staff agreed that a review of the area's land use designation and zoning district was in order; however, not having the budget for a Traffic Analysis, the City was not in a position to process an application. It was then agreed that the owner of Tax Lot 3000 would pay for the Traffic Analysis for the entire subject area and the City would analyze the area and propose appropriate amendments to the Comprehensive Plan and Zoning Maps.

Existing Conditions Table

Zoning	R-7	
Current Development	Each lot (with the exception of Tax Lot 3403, which is held for future right-of-way) is developed with a single-family detached dwelling	
Site Size	Approximately 5.24 acres.	
NAC	Vose (Highland NAC is on the west side of Hall Boulevard)	
Surrounding Uses	Zoning: North: Urban High Density (R-1) South: Urban High Density (R-1) East: R-1, R-7 & R-2 West: Urban Standard Density (R-7)	Uses: North: Single-Family & High Density Housing South: Medium Density Housing East: High, Standard & Medium Density Housing West: Arterial Street and Institutional Uses

SUPPLEMENTAL REPORT

Planning Commissioner Wendy Kroger sent six (6) questions to staff via e-mail (see attached). Below are the questions and staff responses.

1. Is there any difference in how design review works for HD/MD and R-1/R-2?

Staff Response: The City process for Design Review applications is the same no matter what zone, as described in Chapter 50, Procedures, of the Development Code. Additionally, each application for Design Review is required to satisfy the approval criteria for the appropriate Design Review application; the approval criteria do not change based upon the zoning.

2. What types of owner-occupied housing can be developed in R-1?

Staff Response: Section 20.05.40 of the Development Code outlines the permitted, conditional and prohibited uses for the Urban High Density (R-1) District. Detached and attached dwellings are both listed as permitted uses in these zones. Often in the R-1 district housing is developed in an attached form, typically apartments or condominiums. Detached dwellings and condominiums are typically owner-occupied and both are permitted in the R-1 district.

3. On page 17 of the staff report, there is a discussion regarding Metro Regional Urban Growth Goals and Objectives (1.3.1.2.). In the second paragraph of that discussion, can you define a couple of items?

A. "Parcels not fronting on or near Hall are within the Inner Neighborhood design type." What does "or near" mean in this context?

B. Please clarify the meaning of ",,,local governments to further refine the 2040 Growth Concept Map...' and "Further refinements in Corridors and Main Streets are anticipated in the future." What do these phrases give us to work with? And, what would developers of these sites have to work with now?

Staff Response: Hall Boulevard carries a Metro Corridor design type designation. Those properties not within the Corridor design type would therefore be within the Inner Neighborhood design type for the affected area. In writing the original staff report, dated July 25, 2005, staff did research a standard width for the Corridor design type and did not find a specific width noted in Metro materials, so there is no definite boundary between the corridor and Inner Neighborhood design types in this area.

Section of 3.07.130 of Metro's Urban Growth Management Functional Plan (UGMFP) provides the following description for the Design Type Boundaries Requirement: *For each of the following 2040 Growth Concept design types, city and*

county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map. This definition allows Metro and associated municipalities to look to the 2040 Growth Concept Map for ideas on planning our communities, but not for providing specifics on how the design types should be applied in each situation. This allows each municipality to generally follow Metro's recommendations for how to apply comprehensive plan designations and, in turn, implement zoning districts, but does not require a municipality to set a design type in motion in a manner that does not match what is happening on the ground.

Development of specific sites in the City is regulated by the City's Development Code and Zoning Map. These two documents implement the City's Comprehensive Plan and Land Use Map. The Comprehensive Plan and Land Use Map reflect the City's implementation of Metro land-use policies.

4. *Given the assumption in the TIA report that primary access will be on 124th, how will the public view of Hall Street be protected?*

Staff Response: As properties redevelop over time each development will be required to satisfy City standards. Single-family redevelopment will be different than multi-family redevelopment. The typical difference is that single-family developments usually require Land Division approval and multi-family developments require Design Review approval (both applications require Site Development and Transportation review of the proposal). Land Division approvals review how the land is divided (minimum density and lot dimension requirements). Design Review approvals delve deeper into the design of the site, landscape, buildings and structures.

The Traffic Impact Analysis assumption that primary access will generally only be allowed on 124th is correct. The public view of Hall Street over time will most likely change to wider sidewalks, street trees, landscaping and fences with an occasional driveway as allowed by access spacing standards. Land Use and Site Development of Chapter 20, Permits and Applications of Chapter 40 and Special Requirements of Chapter 60 of the Development Code, as well as, the standards of the Engineering Design Manual are the requirements that will protect the public view of Hall Street over time.

5. *At the meeting on the 24th, would it be possible for you to bring the Metro 2040 Growth Concept Map that shows the different design types in this area, as discussed on page 17 of the staff report?*

Staff Response: Staff will bring the Metro 2040 Growth Concept Map to the August 24, 2005 Planning Commission Hearing.

6. *My copy of Exhibit 3.3 is very dark, so I am guessing that no manufactured homes are allowed in either R-1 or R-2, but mobile home parks/subdivisions could be conditioned under R-2. Am I correct?*

Staff Response: Oregon Revised Statutes Section 197.314, **Required siting of manufactured homes; minimum lot size; approval standards**, requires that *within urban growth boundaries each city and county shall amend its comprehensive plan and land use regulations for all land zoned for single-family residential uses to allow for siting of manufactured homes as defined in ORS 446.003 (26)(a)(C). A local government may only subject the siting of a manufactured home allowed under this section to regulation as set forth in ORS 197.307(5).* Mobile home parks are a Conditional Use in the R-2 district and prohibited in the R-1 district.

Leigh Crabtree

From: wendy kroger [krogerw@verizon.net]
Sent: Monday, August 22, 2005 1:24 PM
To: Leigh Crabtree
Subject: CPA 2005-0004/ZMA2005-005

Hi Leigh,
In the spirit of continuing education for a new planning commissioner, i have a few questions regarding the above proposal which we will be reviewing on wednesday.

1. Is there any difference in how design review works for HD/MD and R-1/R-2?

2. What types of owner-occupied housing can be developed in R-1?

3. On page 17 of the staff report, there is a discussion regarding Metro Regional Urban Growth Goals and Objectives (1.3.1.2.). In the second paragraph of that discussion, can you define a couple of items?
A. "Parcels not fronting on or near Hall are within the Inner
Neighborhood design type." What does "or near" mean in this context?
B. Please clarify the meaning of ",,,local governments to further refine the 2040 Growth Concept Map...' and "Further refinements in Corridors and Main Streets are anticipated in the future." What do these phrases give us to work with? And, what would developers of these sites have to work with now?

4. Given the assumption in the TIA report that primary access will be on 124th, how will the public view of Hall Street be protected?

5. At the meeting on the 24th, would it be possible for you to bring the Metro 2040 Growth Concept Map that shows the different design types in this area, as discussed on page 17 of the staff report?

6. My copy of Exhibit 3.3 is very dark, so I am guessing that no manufactured homes are allowed in either R-1 or R-2, but mobile home parks/subdivisions could be conditioned under R-2. Am I correct?

Thanks very much.
Wendy

MEMORANDUM

"MAKE IT HAPPEN"

CITY OF BEAVERTON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION

To: City of Beaverton Planning Commission

Date: September 21, 2005

From: Leigh Crabtree, Associate Planner

Subject: ***Supplemental Staff Report***
Hall/Sabin/124th / CPA2005-0004 / ZMA2005-0005

During the August 24, 2005 Planning Commission hearing, the Planning Commission (Commission) requested clarification on a number of issues related to the proposal. By way of this memorandum, staff has worked to provide the requested clarification and has addressed the following identified issues:

- **RE-DEVELOPMENT AGGREGATION**
- **HOUSING TRENDS**
- **TRANSPORTATION IMPACTS**
- **TUALATIN HILLS PARK & RECREATION DISTRICT IMPACTS**
- **STAFF CLARIFICATIONS**
  - **EXISTING USE**
  - **NOTICE**
  - **HISTORIC RESOURCES**
  - **PUBLIC COMMENT**

RE-DEVELOPMENT AGGREGATION:

Commissioner DeHarpport wondered if staff had estimated the amount of time it would take for the proposal area to redevelop to the proposed densities. Unfortunately, there is no way for staff to answer this question. Some properties in the surrounding neighborhood have re-developed under higher densities (Leadership Place by Habitat for Humanity (recorded in 2004) to the south and Treemont Heights (recorded in 2000) to the southeast. Other properties along the east side of 124th Avenue have held higher density zoning (R-1) from as early as the late 1970's and have yet to re-develop from one (1) single-family dwelling per parcel.

The City's Buildable Lands Inventory, complete in 2000, is summarized in two (2) maps, the *Buildable Lands Inventory Commercial and Industrial Land* map and the *Buildable Lands Inventory Residentially Zoned Land.* For the *Buildable Lands Inventory Residentially Zoned Land* map the Buildable Lands Criteria are as follows:

> *Buildable land identified by this map is comprised of parcels that are either vacant, infill or redevelopable as specified by the criteria below.*
> *Vacant – All residentially zoned parcels with $25,000 or less in improvements.*
> *Infill – Single-Family zoned parcels which exceed the minimum lot size required by zone by 2.5 times.*
> *Redevelopable – Multi-Family zoned parcels which have a land value greater than or equal to 1.5 times the value of any structural improvements found on the property.*

The *Buildable Lands Inventory Residentially Zoned Land* map depicts Tax Lot 3000, of the affected parcels, as an infill parcel and depicts a number of non-affected parcels in the surrounding area as Redevelopable Parcels. According to the table below, Washington County Market Value Assessment, the average Land to Building Value of the subject parcels is 1.31; which is close to but does not satisfy the definition of Redevelopable, above. However, six (6) of the subject parcels (Tax Lots 2204, 3000, 3100, 3401, 3600 and 3800) will satisfy the definition of Redevelopable if one of the proposal options is approved.

Washington County Market Value Assessment							
Tax Lot	Acres	Land Value			Building Value		Land to Building
		Assessed	Average	Per Acre	Assessed	Average	
2200	0.24	$77,840		$324,333	$54,230		1.44
2202	0.20	$86,490		$432,450	$77,740		1.11
2203	0.20	$86,490		$432,450	$78,930		1.10
2204	0.24	$77,840		$324,333	$40,220		1.94
2900	0.17	$82,170		$483,353	$69,480		1.18
2901	0.24	$82,170		$342,375	$68,610		1.20
3000	0.76	$216,780		$285,237	$63,980		3.39
3100	0.31	$77,840		$251,097	$51,770		1.50
3401	0.21	$82,170		$391,286	$38,830		2.12
3403	0.01	$10		$1,000	$0		n/a
3404	0.21	$86,490		$411,857	$74,220		1.17
3405	0.17	$86,490		$508,765	$79,660		1.09
3600	0.24	$86,490		$360,375	$50,400		1.72
3602	0.21	$86,490		$411,857	$82,730		1.05
3700	0.23	$77,840		$338,435	$56,360		1.38
3800	0.24	$77,840		$324,333	$48,450		1.61
3900	0.17	$86,490		$508,765	$82,730		1.05
3901	0.24	$77,840		$324,333	$62,420		1.25
4000	0.18	$86,490		$480,500	$91,470		0.95
4100	0.20	$86,490		$432,450	$121,930		0.71
4200	0.17	$86,490		$508,765	$66,890		1.29
4300	0.18	$86,490		$480,500	$63,910		1.35
4400	0.23	$86,490		$376,043	$80,490		1.07
TOTAL	5.25	$1,968,220	**$85,575**	$374,899	$1,505,450	**$65,454**	**1.31**

HOUSING TRENDS:

Members of the Commission voiced concern regarding the current distribution of housing densities within the City. More specifically, they were concerned with the perception that the City is becoming overly developed with attached / multi-family housing product. Staff have prepared the following series of tables reflecting the most current data available regarding the distribution of Parcels, Acreage and Potential Units per Acre by zoning district and more specifically for residential zoning districts.

City-Wide Zone Area and Parcel Talley September 15, 2005				
Zone District	Number of Parcels	Acreage	Percentage of Total Parcels	Percentage of Total Acreage
CI	156	658.8	0.7%	6.8%
C-MU	12	44.5	0.1%	0.5%
CS	218	357.3	0.9%	3.7%
CV	3	1.0	0.0%	0.0%
GC	128	152.1	0.6%	1.6%
IP	61	214.6	0.3%	2.2%
LI	74	183.4	0.3%	1.9%
NS	74	38.5	0.3%	0.4%
OC	79	111.8	0.3%	1.2%
R1	441	413.3	1.9%	4.3%
R2	2,691	743.4	11.6%	7.7%
R3.5	543	127.6	2.3%	1.3%
R4	60	15.9	0.3%	0.2%
R5	5,813	1,527.2	25.1%	15.9%
R7	10,464	3,132.5	45.2%	32.5%
R10	201	90.0	0.9%	0.9%
RC-E	81	102.7	0.4%	1.1%
RC-OT	293	79.6	1.3%	0.8%
RC-TO	155	141.1	0.7%	1.5%
ROW	25	23.1	0.1%	0.2%
SA-MDR	208	39.9	0.9%	0.4%
SC-E	26	79.6	0.1%	0.8%
SC-HDR	160	72.9	0.7%	0.8%
SC-MU	52	193.1	0.2%	2.0%
TC-HDR	101	219.9	0.4%	2.3%
TC-MDR	290	86.1	1.3%	0.9%
TC-MU	43	74.6	0.2%	0.8%
WAcnty	688	709.5	3.0%	7.4%
	23,140	9,634.0	100.0%	100.0%

Residentially Zoned Area and Parcel Talley September 15, 2005						
Zone District	# of Parcels	Acreage	Percentage of R Total Parcels	Percentage of R Total Acres	High & Medium V Standard & Low # of Parcels	High & Medium V Standard & Low % of Acreage
R1	441.00	413.34	2.18%	6.83%		
R2	2691.00	743.43	13.31%	12.29%	3735.00	21.49%
R3.5	543.00	127.62	2.69%	2.11%		
R4	60.00	15.93	0.30%	0.26%		
R5	5813.00	1527.20	28.76%	25.24%		
R7	10464.00	3132.51	51.77%	51.78%	16478.00	78.51%
R10	201.00	90.01	0.99%	1.49%		
	20213.00	6050.04	100.00%	100.00%		

Nearly 80 percent of the residentially zoned land in the City of Beaverton is designated Neighborhood Residential - Standard Density or Neighborhood Residential - Low Density.

Residentially Zoned Unit per Acre Potential September 15, 2005								
Zone District	# of Parcels	Acreage	80% Buildable	Units Per Acre Req'd	Potential Units	% of Potential Units	Neighborhood Residential %	HD & MD / SD & LD
R1	441	413.34	330.67	43.56	14404.15	26.04%	26.04%	
R2	2691	743.43	594.74	21.78	12953.51	23.42%		52.00%
R3.5	543	127.62	102.09	12.45	1270.62	2.30%	25.96%	
R4	60	15.93	12.74	10.89	138.79	0.25%		
R5	5813	1527.20	1221.76	8.71	10644.01	19.24%	47.43%	
R7	10464	3132.51	2506.01	6.22	15594.52	28.19%		48.00%
R10	201	90.01	72.00	4.36	313.65	0.57%	0.57%	
	20213	6050.04	4840.03		55319.24	100.00%		

If all of the acreage within the City were to be re-developed to satisfy the expected maximum density allowed by zone, 52% of the dwelling units in the City could be accommodated within the R-1 to R-4 zoning districts.

Currently, based solely on the R-1 through R-10 zoning districts, the City of Beaverton is providing the opportunity for just over 7 dwelling units per net buildable acre [the number of potential units (55319.24) divided by City-wide buildable acreage (9634.00 X 0.80 = 7707.70) equals the potential dwelling unit per acre average of 7.18 units City-wide].

Development potential for parcels that carry a multiple-use designation and zone have not been included in the potential dwelling unit per acre average number due to the fact that multiple-use zones are developed in a number of different ways with no hard number for residential development. However, in order to provide some context to the question of how much of an impact multiple-use development could have on the overall housing number, staff surveyed eight (8) multiple-use zoned developments spanning the last six (6) years, see table below. These eight (8) developments were of varying size, most contained attached units, but a few detached units were also included. The units per acre ratio ranged from 7.82 at Progress Quarry (including

preserved natural areas) to 44.12 for the Elmonica development. The total number of multiple-use zoned units built or being built with development approval total 2,445 on approximately 261 acres for an approximate density of 11.73 units per acre on average. Staff find that if a factor was determined for potential residential development density of multiple-use zoned parcels and that aggregated number was included with the Residentially Zoned Unit per Acre Potential table, above, the overall unit per acre potential would rise, but the extent of that rise cannot be precisely determined.

Multiple-Use Residential Development Staff Survey of Projects September 20, 2005				
Project	Units	Acreage	80% Buildable	Units per Acre
Elmonica	120	3.40	2.72	44.12
Fountain Court	97	6.90	5.52	17.57
Meridian Village	89	4.70	3.76	23.67
Progress Quarry	688	110.00	88.00	7.82
Teufel Nursery	975	107.00	85.60	11.39
The Round	264	8.60	6.88	38.37
Magnolia Green	201	19.08	15.26	13.17
Dovetail Point	11	0.86	0.69	15.99
	2445	260.54	208.43	**11.73**

The subject proposal requests a change in Land Use designation from NR-SD to NR-MD and/or NR-HD. This change will provide an opportunity for the subject area to accommodate a maximum of 79 to 194 additional dwelling units.

By changing the Land Use designation and the Zoning district of these properties market forces will eventually provide owners with an option to redevelop their property. Proposed Option 1 (NR-MD/R-2) should initiate less pressure on the area's existing housing stock than will proposed Option 2 (NR-HD/R-1), as proposed Option 1 may provide some flexibility for retention of existing dwellings with the use of partitions and infill rather than demolition of an existing home to accommodate the minimum density requirement.

Implementation of the R-2 and/or R-1 zones will allow for construction of small lot detached single-family dwellings, duplex or townhome dwellings or condominium dwellings. As the price of land rises within the Portland Metro area, the option for development of dwellings, like those just listed, should result in lower overall costs for infrastructure and site improvements, housing construction, maintenance and energy use, which tends to make the purchase or rental price of housing more affordable for the consumer.

Additionally, subsections 3.13.4b) and 3.13.5a) state that Medium and High Density Residential zoning are generally located in areas with good access to arterial streets, transit service, commercial service, and public open space. Subsection 3.13.4b) also states that Medium Density Residential zoning should be designed in a coordinated manner to provide such amenities in the immediate vicinity. Both Hall and Allen Boulevards serve the city as arterial streets with transit service at 20 minute headways along Hall Boulevard with three (3) stops between Sussex and

Allen Boulevard in both the north and south-bound directions. Tri-Met staff indicate that their Transit Improvement Program identifies bus route 76 (traveling along Hall Boulevard between the Beaverton Transit Center and the City of Tualatin) is planned for 15 minute service by September 2007 if funding remains stable. A variety of commercial and community services are available in the area, primarily along Allen Boulevard. Open space is provided by public parks within the surrounding neighborhoods.

TRANSPORTATION IMPACTS:

Howard Stein, PE was questioned by the Commission regarding transportation issues. It is staff's understanding that CTS Engineers are preparing a report to address the issues that the Commission discussed at the August 24, 2005 hearing.

As a point of clarification, staff realized that the Staff Report, date July 25, 2005, responded to Comprehensive Plan Policy 6.2 with a reference from the Traffic Impact Analysis regarding Level of Service (LOS). Policy 6.2.4c) specifically requires that:

> *...Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a Transportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98. If the Adopted Comprehensive Plan forecasts a two-hour peak demand-to-capacity ratio greater than 0.98 for a facility, then the proposed amendment shall not degrade performance beyond the forecasted ratio. (Ordinance 4301)...*

Referring to page 9 of the Traffic Impact Analysis, Tables 8, 9 and 10, the volume-to-capacity ratio (demand-to-capacity ratio) continues to maintain a level less than 0.98 for all three scenarios at the SW Hall Boulevard / SW Allen Boulevard and the SW Hall Boulevard / SW Denney Road intersections, as projected to the year 2020.

TUALATIN HILLS PARK & RECREATION DISTRICT (THPRD) IMPACTS:

During the August 24, 2005 hearing, Commissioner Kroger asked if staff had made any direct contact with THPRD staff. Not having done so, staff on August 25, 2005 contacted THPRD staff and provided them an opportunity to comment on the proposal. On September 8, 2005 THPRD staff responded with the following statement:

> *I reviewed the Comp Plan/Zoning Map Amendment package for Hall/Sabin/124th area and find no apparent impacts relative to the Park District. No Trails Master Plan or Comprehensive Plan needs are identified in this area. Nor does the Park District own property that will be affected.*

The Tualatin Hills Park and Recreation District (THPRD) has adopted a Systems Development Charge (SDC) that applies to new construction within the district boundaries. The SDC funds acquisition and development of new park facilities within the district boundary, which includes most of the City of Beaverton corporate limits

Fir Grove Park, just over one-quarter (0.25) of a mile away, is the nearest park to the subject area at the northwest corner of the intersection of 130th Avenue and 22nd Street. Multiple other parks are available at varying distances and directions.

Additionally, outreach and community facilities are provided at the City of Beaverton Resource Center located within 400 feet of the subject area at the southwest corner of the intersection of Allen and Hall Boulevards. The Resource Center provides space for community meetings within two (2) meeting rooms as well as accommodating the Police Activities League (PAL) and the Beaverton School District Welcome Center (ESL).

STAFF CLARIFICATION

EXISTING USE:

The affected properties total 5.24 acres. Twenty-two (22) of the 23 tax lots are developed with one (1) single-family dwelling each. The '23rd' lot is 0.01 acres and vacant, owned by Washington County.

NOTICING:

A) Affidavit of Notice #2 (Exhibit A.1)
A second set of notices was mailed August 29, 2005 in order to correct notice deficiencies. Those who were mailed the notice on August 29, 2005 were affected in one of the following three ways:

- the July 25, 2005 Affidavit of Mailing does not provide verification that six (6) of the surrounding property owners, the two (2) NAC's and 10 interested parties were mailed noticed.
- notice was required, but no notice was mailed to the owners of 119 of the surrounding parcels with the July 25, 2005 mailing
- County record of ownership changed between mailings for nine (9) of the surrounding parcels, typically due to a recorded sale.

The Affidavit of Notice included with the record for the July 25, 2005 notice did not include two pages of property owner, Neighborhood Association Committees and other interested parties addresses that were mailed notice. Additionally, there were a number of property owners along the outer edges of the 500 foot buffer who should have been notified but were not, including multiple owners of the New Horizons development southeast of the affected properties.

At the August 24, 2005 Planning Commission hearing, staff asked for continuance of the hearing to September 28, 2005 to provide a 30-day notice to those property owners, Neighborhood Association Committees and other interested parties affected by the deficient notice.

B) Affidavit of Notice #3 (Exhibit A.2)
Subsequent to the second set of notices being mailed, staff discovered that there was a discrepancy between the Assessor's Tax Map that was being used as a reference and the property owner information that was provided by Washington County. In working to verify which source held the correct set of information it was determined that one person who was to be mailed the August 29, 2005 notice was not mailed. Therefore, staff mailed the August 29, 2005 notice to the property owner August 30, 2005.

C) Affidavit of Notice #4 (Exhibit A.3)
Staff received a returned notice due to an insufficient address. The label for the notice mailed to the Vose NAC on August 29, 2005 errantly dropped or cut off the city and zip code. Staff re-mailed the notice to Vose NAC September 1, 2005.

D) Affidavit of Notice #5 (Exhibit A.4)
On September 26, 2005 Mr. Henry Kane visited the planning counter for information and updates regarding the proposal, specifically to follow-up on Affidavit of Mailing #4, above. He requested to see the record for additional information regarding the Vose NAC notice error. Staff informed Mr. Kane that there was nothing more to the noticing error than what was attached to the affidavit, the returned notice. Mr. Kane then informed staff that the Vose NAC chair, Ms. Douglas, did not receive or remember receiving the notice. After Mr. Kane left the Department, staff placed a notice in the mail to the Vose NAC chair, Ms. Douglas, and sent an e-mail to Ms. Douglas with the notice attached.

HISTORIC RESOURCES:

During review of the Staff Report, dated July 25, 2005, staff noticed that information regarding historic structures was not provided in the report. While there is no designated Historic Area, two (2) structures in the subject area were considered for Historic designation.

The City of Beaverton adopted the City's *Historic Resource Inventory* April 24, 1987 via Ordinance 3562. The ordinance specifically stated that, "Only those resources identified as "Important", "significant" or "Contributing" are adopted..." Two (2) of the parcels (Tax Lots 3000 & 3100) included in the proposal contain structures that are listed in the inventory; however, both of the structures were noted as "Unrankable" and were therefore not adopted under Ordinance 3562.

PUBLIC COMMENT:

As of the date of this memorandum, City staff have received three (3) letters commenting on the proposal. They are:

- Exhibit B.1, a letter from Henry Kane dated August 25, 2005, providing several comments on procedure.
- Exhibit B.2, a letter from P.L. "Penny" Doulgas, Vose NAC Chairman dated September 19, 2005, stating her personal preference for Option 1.
- Exhibit B.3, a letter from the Vose NAC board of Directors dated September 20, 2005, stating that Option 1 is "acceptable" and that they "can support that zoning change."

MEMORANDUM APPENDIX

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HOUSING TRENDS	4-7
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TUALATIN HILLS PARK & RECREATION DISTRICT (THPRD) IMPACTS	9
STAFF CLARIFICATIONS EXISTING USE NOTICE HISTORIC RESOURCES PUBLIC COMMENT	10-11

MEMORANDUM EXHIBITS

Exhibit A.

- Exhibit A.1 Affidavit of Mailing Notice
- Exhibit A.2 Affidavit of Mailing Notice
- Exhibit A.3 Affidavit of Mailing Notice
- Exhibit A.4 Affidavit of Mailing Notice

Exhibit B.

- Exhibit B.1 Letter from Henry Kane
- Exhibit B.2 Letter from P.L. "Penny" Douglas, Vose NAC Chairman
- Exhibit B.3 Letter from Vose NAC Board of Directors

EXHIBIT A.1

CITY of BEAVERTON

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

AFFIDAVIT OF NOTICE MAILING

****

ZMA / CPA NUMBER CPA 2005-0004 / ZMA 2005-0005
ZMA / CPA NAME: Hall, SABIN, 124TH

I, Nancy Marshall, hereby confirm that on the 29th **day of** August **, 2005, on or before the notification deadline determined by City staff for this Amendment, I mailed the notice shown in Attachment A to those listed on Attachment B. Attachment C gives more explanation about the mailing.**

Nancy Marshall
Signature

State of OREGON)
County of Washington)

Signed and sworn/affirmed before me this 29th **day of** Aug. **2005 by** Nancy Marshall.

Bonnie J Webb
Notary Public for the State of Oregon

My commission expires: Oct 7 2008

OFFICIAL SEAL
BONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

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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

ATTACHMENT A

NOTICE OF PUBLIC HEARING
Comprehensive Plan Amendment & Zoning Map Amendment

Date of Notice: August 29, 2005

Case File No./Project Name: CPA2005-0004 & ZMA2005-0005
(Hall / Sabin / 124th Land Use Map & Zoning Map Amendments)

Public Hearing Date: Wednesday, August 24, 2005 continued to
Wednesday, September 28, 2005

Hearing Location and Time: City Council Chambers, First Floor, Beaverton City Hall, 4755 SW Griffith Drive beginning at 6:30 p.m.

Summary of Application: The City is initiating a Comprehensive Plan Map Amendment and a Zoning Map Amendment for 23 parcels currently within the Neighborhood Residential-Standard Density (NR-SD) Comprehensive Plan designation and the Urban Standard Density R-7 Zoning District. Three (3) options are proposed: *Option 1* - Change the Comprehensive Plan Designation to Neighborhood Residential – Medium Density (NR-MD) and the Zoning Map District to Urban Medium Density Residential R-2 (2,000 square feet per dwelling unit), *Option 2* - Change the Comprehensive Plan Designation to Neighborhood Residential -- High Density (NR-HD) and the Zoning Map District to Urban High Density Residential R-1 (1,000 square feet per dwelling unit), *Option 3* - Change the Designation and District to a combination of Options 1 and 2.

The City is distributing this notice in order to provide full and accurate notice of the proposal. The City has also continued the hearing on this matter in order to provide adequate time for noticing and opportunities to accept public testimony.

Decision-Making Authority: Planning Commission

Due Date for Written Comments to be Included in Package to Planning Commission:
Monday, September 19, 2005

Please reference the Case File Number and Project Name in your written comments. Mailed written comments should be sent to the attention of the Planning Services Division, PO Box 4755, Beaverton, OR 97076. Written comments submitted in person should be delivered to the Planning Services Division, 2nd Floor, Beaverton City Hall, 4755 SW Griffith Drive. If you decide to submit written comments or exhibits before the public hearing, Section 50.58 of the Beaverton Development Code requires that the written comments or exhibits be received at the City no later than 4:30 p.m. on the day of the scheduled hearing. You may also submit written comments or exhibits at the public hearing. In all cases, all submittals prior to or at the hearing that are more than two (2) letter size pages must include no fewer than ten (10) complete copies of the materials being submitted.

Staff Planner: Leigh Crabtree **Phone Number:** 503-526-2458

Site Description:
Map & Tax Lot Number: 1S1-22BB Tax Lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3602, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, 4400.
Site Address: Multiple
Cross Street: SW Hall Boulevard, 124th Ave., 123rd Ave., Bruce Lane, Sabin St., Metz St.
Land-Use Designation: Neighborhood Residential – Standard Density (NR-SD)
Zoning: Urban Standard Density R-7
Neighborhood Association Committee: Vose

Applicable Development Code Approval Criteria: Sections 40.03 and 40.97.15.1.C

Applicable Comprehensive Plan Policies: 1.3., 2.6., 3.4., 3.13., 3.14., 4.2., 5.4., 5.5., 5.6., 5.7., 5.8., 6.2., 6.3., 7.5., 8.2. and 8.3.

Documents relating to the applications, including audio tape files of the August 24, 2005 hearing, are available for review at the Beaverton Planning Services Division, 2nd floor, Beaverton City Hall, 4755 SW Griffith Drive, between the hours of 8:00 a.m. to 4:30 p.m., Monday through Friday.

The Planning Commission shall make a decision on the applications after the hearing closes. Only persons who participated in the hearing process orally or in writing may appeal the decision to the City Council. Failure to raise an issue in a hearing, by testifying in person or by letter, or failure to provide statements or evidence with sufficient specificity to afford the decision-making authority an opportunity to respond to such issue, may preclude appeal to the Land Use Board of Appeals on that issue.

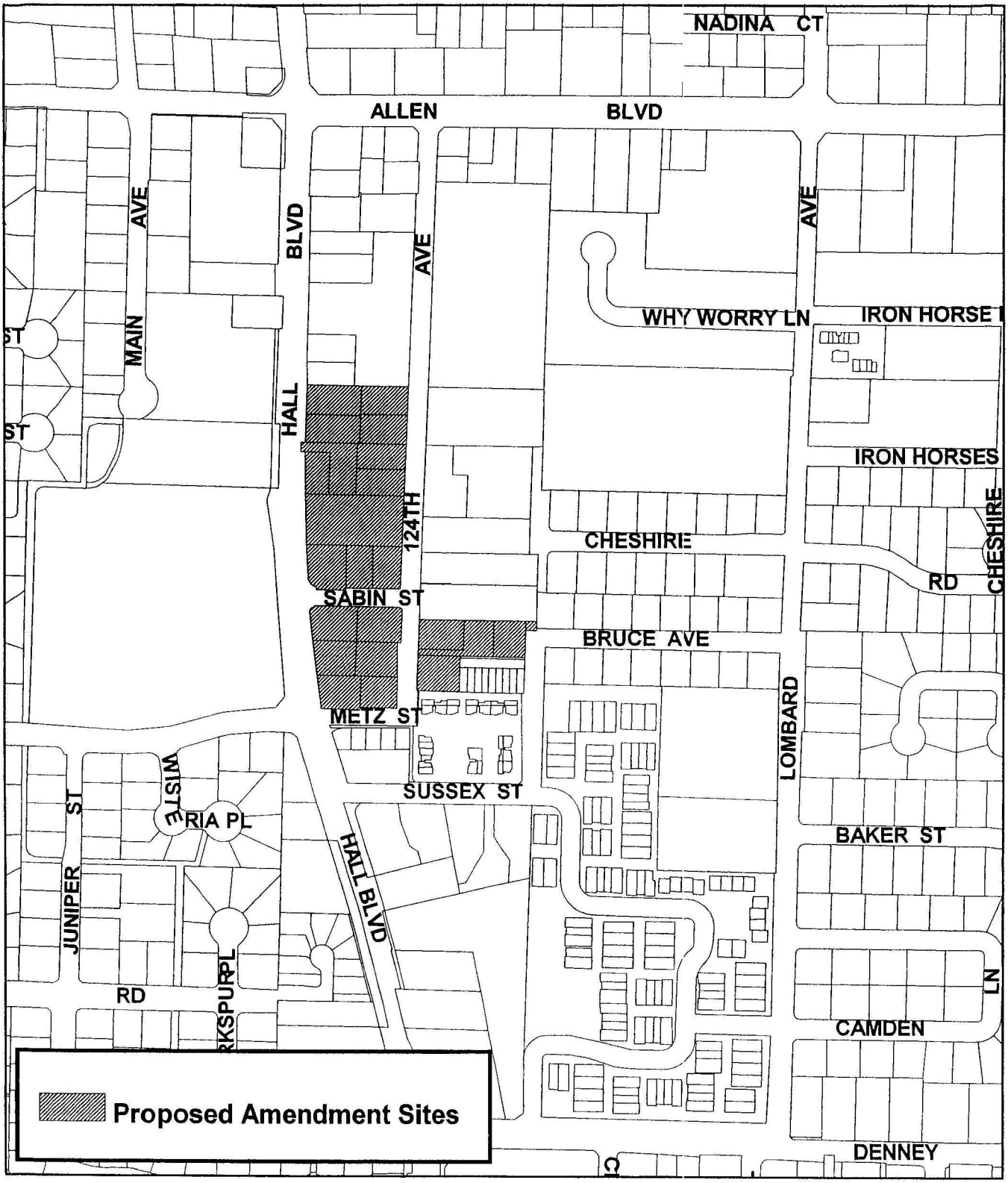
A copy of the staff report was made available for inspection at no cost thirty (30) calendar days before the August 24, 2005 hearing, and a copy will be provided at reasonable cost. A copy of the staff report may also be viewed on-line at:
http://www.ci.beaverton.or.us/departments/CDD/CDD_dev_projects.html.

A copy of all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost, and will be provided at reasonable cost.

Please note: Section 50.45.2 of the Beaverton Development Code requires the City to provide written notice of a Type 3 application to the applicant, property owner, affected Neighborhood Association Committees (NACs), and owners of property within 500 feet on all sides of the property proposed for development, based on the most recent property tax assessment roll of the Washington County Department of Assessment and Taxation. **Please note that the failure of a property owner to receive notice does not invalidate a decision.**

THIS INFORMATION IS AVAILABLE IN LARGE PRINT OR AUDIO TAPE UPON REQUEST. IN ADDITION, ASSISTED 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 526-2222/VOICE/TDD.

VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

ATTACHMENT B

Joyce Thrush
6470 SW Hall Boulevard
Beaverton, OR. 97008

A.K. Holzapfel
2630 SE 39th Loop, Suite A
Hillsboro, OR. 97123

Highland NAC
Jeff Menzel, NAC Chair
13650 SW 21st St
Beaverton OR 97008

Tim Pfankuch
12470 SW Sabin Street
Beaverton, OR. 97008

CTS Engineers
Howard Stein
20085 NW Tanasbourne Drive
Hillsboro, OR 97124

John Brosy
161 High Street SE, Suite 224
Salem, OR. 97301

Sylvia Metcalf
7720 SW Belmont Drive
Beaverton, OR. 97008

Ren Appleton
Appleton Properties, Inc.
7100 SW Hampton, Suite 100
Tigard, OR. 97223

Peter Perrin
PO Box 69506
Portland, OR. 97239

Howard & Shuryi Dong
6160 SW Hall Boulevard
Beaverton, OR. 97008

Vose NAC
Penny Douglas, NAC Chair
6170 SW Mad Hatter Lane
Beaverton OR 97008

1S122BC00601
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AD10800
RAY, GERALDINE
6605 SW WISTERIA PL
BEAVERTON OR 97008

1S121AD10900
SCHMIDT, ALAN H AND HOLLY Y
6625 SW WISTERIA PL
BEAVERTON OR 97005

1S121AD11200
FLEMING, DANIEL B & DONNA
6665 SW WISTERIA PL
BEAVERTON OR 97005

1S121AD11400
ALLEN, ROBERT C AND
GLANTZ, KAREN ABY DORIE-PROP
MANAGEMENT
6890 SW LARKSPUR PLACE
BEAVERTON OR 97005

1S121AD12100
CANADY, RYAN S & JULIE M
6630 SW WISTERIA CT
BEAVERTON OR 97008

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AA00500
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

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LI, SHUKO S & DEZHI
6255 SW MAIN ST
BEAVERTON OR 97008

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AA01002
FOX, FRED R JR
6325 SW MAIN AVE
BEAVERTON OR 97008

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

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SINNERUD, MICHAEL/TRUSTEE
FOX, SIGNA/TRUSTEEBY
CITY OF BEAVERTON
BOX 4755
BEAVERTON OR 97076

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

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R.E.H.A.M.4 LLC &
DEC V INVESTMENTS ET AL
PO BOX 1957
PORTLAND OR 97207

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MONFARED, FARSHAD FRANK &
FARIBA
16879 SW KOLDING LN
BEAVERTON OR 97007

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NIELSEN, MARK D &
GAFFNEY, KELLY S
12420 SW ALLEN BLVD
BEAVERTON OR 97005

1S122BB01302
CHONG, TED S & YUN C
337 NW 6TH AVE
PORTLAND OR 97209

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HITTNER, WILLIAM A JR & MICHELLE
DBA HALL STREET CAR WASH
6881 SW 167TH PL
BEAVERTON OR 97007

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LEACH, DAVID L
14640 SW FOREST PL
BEAVERTON OR 97007

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WOODARD, ELBRIDGE L &
LAURA G TRUSTEES
12095 SW CHESHIRE RD
BEAVERTON OR 97005

1S122BB02609
WIEK, DONALD F &
WIEK, DAVID
9840 SW 90TH AVE
TIGARD OR 97223

1S122BB02701
LEVINE FAMILY LLC
522 WATERCREST RD
FOREST GROVE OR 97116

1S122BB02702
LEVINE FAMILY LLC
522 WATERCREST RD
FOREST GROVE OR 97116

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SOLOMON, BARBARA E
9437 SW 3RD AVE
PORTLAND OR 97219

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WOLTZE, PAMELA M TRUST
BY PAMELA M WALTZE TR
12055 SW BRUCE LN
BEAVERTON OR 97005

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BONNEMA, BARBARA L
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BEAVERTON OR 97005

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STEINBICKER, SANDY
12023 SW CAMDEN LN
BEAVERTON OR 97008

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FRIESEN, STANLEY A & LOUISE D
12035 SW CAMDEN LN
BEAVERTON OR 97005

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PRIMMER, DONNA M
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LINDSEY, DIANE L &
WESTRICH, WENDY12057 NW CAMDEN LN
BEAVERTON OR 97008

1S122BC00133
MORGAN, SHERI J
12069 SW CAMDEN LN
BEAVERTON OR 97008

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KANE, HENRY S
12077 SW CAMDEN LN
BEAVERTON OR 97008

1S122BC00135
KERWIN, LIANA G
12089 SW CAMDEN LN
BEAVERTON OR 97008

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CHEN, JING YING
12036 SW CAMDEN LN
BEAVERTON OR 97008

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SPENCER, MONIQUE
12030 SW CAMDEN LN
BEAVERTON OR 97008

1S122BC00139
MILLER, MICHAEL A/JESSICA J
12026 SW CAMDEN LN
BEAVERTON OR 97008

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LEE, OSCAR W & NEVA W TRUSTEES
12020 SW CAMDEN LN
BEAVERTON OR 97005

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CRUICKSHANK, MARION T
12016 SW CAMDEN LN
BEAVERTON OR 97005

1S122BC00142
HERTZLER, BETTY L
12010 SW CAMDEN LN
BEAVERTON OR 97008

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FRYER, ROBERT W
12070 SW CAMDEN LANE
BEAVERTON OR 97005

1S122BC00144
LIM, SANDRA L
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BEAVERTON OR 97008

1S122BC00145
JACKSON, CAROLYN H
12060 SW CAMDEN LN
BEAVERTON OR 97008

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BEHRENS, ROBERT JAMES & LETA C
12056 SW CAMDEN LN
BEAVERTON OR 97008

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COON, TRUDI L
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BEAVERTON OR 97008

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HOCHNADEL, JOSEPH P
12046 SW CAMDEN LN
BEAVERTON OR 97008

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STINNETTE, TAMARA L
12040 SW CAMDEN LN
BEAVERTON OR 97008

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BENSO, PAMELA J
12076 SW CAMDEN LANE
BEAVERTON OR 97005

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YUHAS, ALBERT A
12080 SW CAMDEN LN
BEAVERTON OR 97008

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DETTRA, MILDRED M
12086 SW CAMDEN LANE
BEAVERTON OR 97005

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BONNEAU, MILDRED W
12090 SW CAMDEN LANE
BEAVERTON OR 97005

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MCFARLAND, BILLY J &
MELBA
I12100 SW CAMDEN LANE
BEAVERTON OR 97005

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BEAUCHAMP, R M
WICKERD, JAMES CRAIG
17027 SW RIVENDELL DR
TIGARD OR 97224

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CORTEZ, CHRISTIAN M
12120 SW CAMDEN LN
BEAVERTON OR 97008

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ARNOLD, ANN S
12130 CAMDEN LN SW
BEAVERTON OR 97008

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GRIMES, D KEITH JR
12140 SW CAMDEN LN
BEAVERTON OR 97008

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WHITE, MARCUS NATHAN/KARA M
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BEAVERTON OR 97005

1S122BC00160
APPEL, NORMA
12160 SW CAMDEN LN
BEAVERTON OR 97008

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PETERSEN, JANICE M
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BEAVERTON OR 97008

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TEUFEL, JOYCE E
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BEAVERTON OR 97005

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TILLOTSON, JEAN MARIE
12190 SW CAMDEN LANE
BEAVERTON OR 97005

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MILES, HELEN L LIVING TRUST
BY CHARLOTTE MILES TR
9417 SW MANCHESTER PL
BEAVERTON OR 97007

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COLE, VERA TRUSTEE
6691 SW CAMDEN LN
BEAVERTON OR 97005

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EDGINGTON, LISA ELLEN
6985 SW CAMDEN LN
BEAVERTON OR 97008

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BAY, ERIN E
6977 SW CAMDEN LN
BEAVERTON OR 97008

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SIMPSON, GALE C ANNETTE
6901 SW CAMDEN LANE
BEAVERTON OR 97008

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SPENCER, SHIRLEY A
6907 SW CAMDEN LN
BEAVERTON OR 97005

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CAMPBELL LIVING TRUST
BY MALCOLM CAMPBELL TR
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BEAVERTON OR 97008

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CARLSON, JANET C
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BEAVERTON OR 97008

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ESNAULT, MICHAEL P
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BEAVERTON OR 97008

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CHAPLEN, SARAH JO
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BEAVERTON OR 97008

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HENDERSON, SHERRI C
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TELENGATOR, GENNADIY B
6949 SW CAMDEN LN
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MARK, BEVERLY JEAN
REVOCABLE TRUST OT 1993BY BEVERLY
J MARK TR
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BEAVERTON OR 97008

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CAZARES, JANNETTE R
4252 S 98TH ST
GREENFIELD WI 53228

1S122BC00179
RIAL, BROOKE L
6971 SW CAMDEN LN
BEAVERTON OR 97008

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WINDSOR PROPERTIES LTD
PO BOX 647
HILLSBORO OR 97124

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POPHAM, SANDRA
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BEAVERTON OR 97008

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HALLER, TAMARA LEE
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ADAMS, NANCY V
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ROSE, EARL A J DARLENE
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STEWART, D G
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BY ROBERT R CLAY TR
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BEAVERTON OR 97008

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MACH, ELLEN L &MACH, ROBERT
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REDDING, KELLY
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REVOCABLE LIVING TRUSTBY MARJORIE A CHARLES, TR
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BEAVERTON OR 97008

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BEAVERTON OR 97008

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BIRD, ROBERT G
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MILLER, MARK R & ADRIANA C
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BEAVERTON OR 97008

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STANLEY, JAMES J & ARLENE L
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BEAVERTON OR 97008

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DELONG, DEANNA JEAN
3450 SW 108TH AVE
BEAVERTON OR 97005

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OLSEN, VIRGINIA M
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BEAVERTON OR 97008

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MCKEE, JAMES H AND JANET E
6853 SW SUSSEX
BEAVERTON OR 97005

1S122BC07700
USA ADMINISTRATOR OF
VETERANS' AFFAIRSBY PARKS, ROBERT & JANET
32518 NW EAGLE CREST DR
RIDGEFIELD WA 98642

1S122BC07800
ELLIOTT, NORMAN J & LORETTA D TR
6883 SW SUSSEX ST
BEAVERTON OR 97008

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HANEY, GINA L
6877 SW SUSSEX ST
BEAVERTON OR 97008

1S122BC08000
BERCOVITZ, NATHANIEL JR & MARY M
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BEAVERTON OR 97008

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DILLON, CHRISTOPHER M
6865 SW SUSSEX ST
BEAVERTON OR 97008

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NORDNESS, E WALLACE LIVING TRUST
NORDNESS, JEANETTE L LIVING TRUST
6751 SW SUSSEX
BEAVERTON OR 97008

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CARSON, RAYMOND E & DELLA RAE TR
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BEAVERTON OR 97008

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GILLHAM, MARILYN
6705 SW SUSSEX ST
BEAVERTON OR 97008

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KIMMEL, SUSAN M
12095 SW SUSSEX ST
BEAVERTON OR 97005

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COLE, LORETTA M & ROBERT M
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BEAVERTON OR 97008

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CHAPNICK, BARBARA J
12075 SW SUSSEX ST
BEAVERTON OR 97008

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WHITE, VAN M III &
WHITE, SHERRI E &WHITE, CAROL SUE
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BEAVERTON OR 97008

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VELAZQUEZ, THERESA L
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BEAVERTON OR 97008

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LIDRICH, PATRICIA E
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BEAVERTON OR 97005

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SANDERS, LINDA K
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BEAVERTON OR 97008

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FISHER, SAM
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BEAVERTON OR 97008

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WOOD, JEFFREY B &
WOOD, RUTH R
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BEAVERTON OR 97008

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MCBEE, LYNDA L
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BEAVERTON OR 97008

1S122BC09600
WARREN, DEBORAH A &
LEDERMANN, REBECCA A
&STROHMAYER, PAUL J
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BEAVERTON OR 97008

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PRINCE, LORRAINE M
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BEAVERTON OR 97008

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HAMAR, NANCY P & RANDALL E
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BEAVERTON OR 97008

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DERNBACH, JANET R
12003 SW SUSSEX ST
BEAVERTON OR 97008

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S122BC10100
NEW HORIZONS OWNERS OF ALL LOTS

1S122BC10200
NEW HORIZONS OWNERS OF ALL LOTS

1S122BC10300
NEW HORIZONS OWNERS OF ALL LOTS

1S122BB05600
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S122BC10400
WILLAMETTE WEST HABITAT
FOR HUMANITY
2630 SE 39TH LP, STE A
HILLSBORO OR 97123

1S122BC10800
WILLAMETTE WEST HABITAT
FOR HUMANITY
2630 SE 39TH LP, STE A
HILLSBORO OR 97123

1S121AA01001
JOHNSTON, PERRY N & CYNTHIA M
6275 SW MAIN ST
BEAVERTON OR 97005

ATTACHMENT C

NOTICE MAILING August 29, 2005.

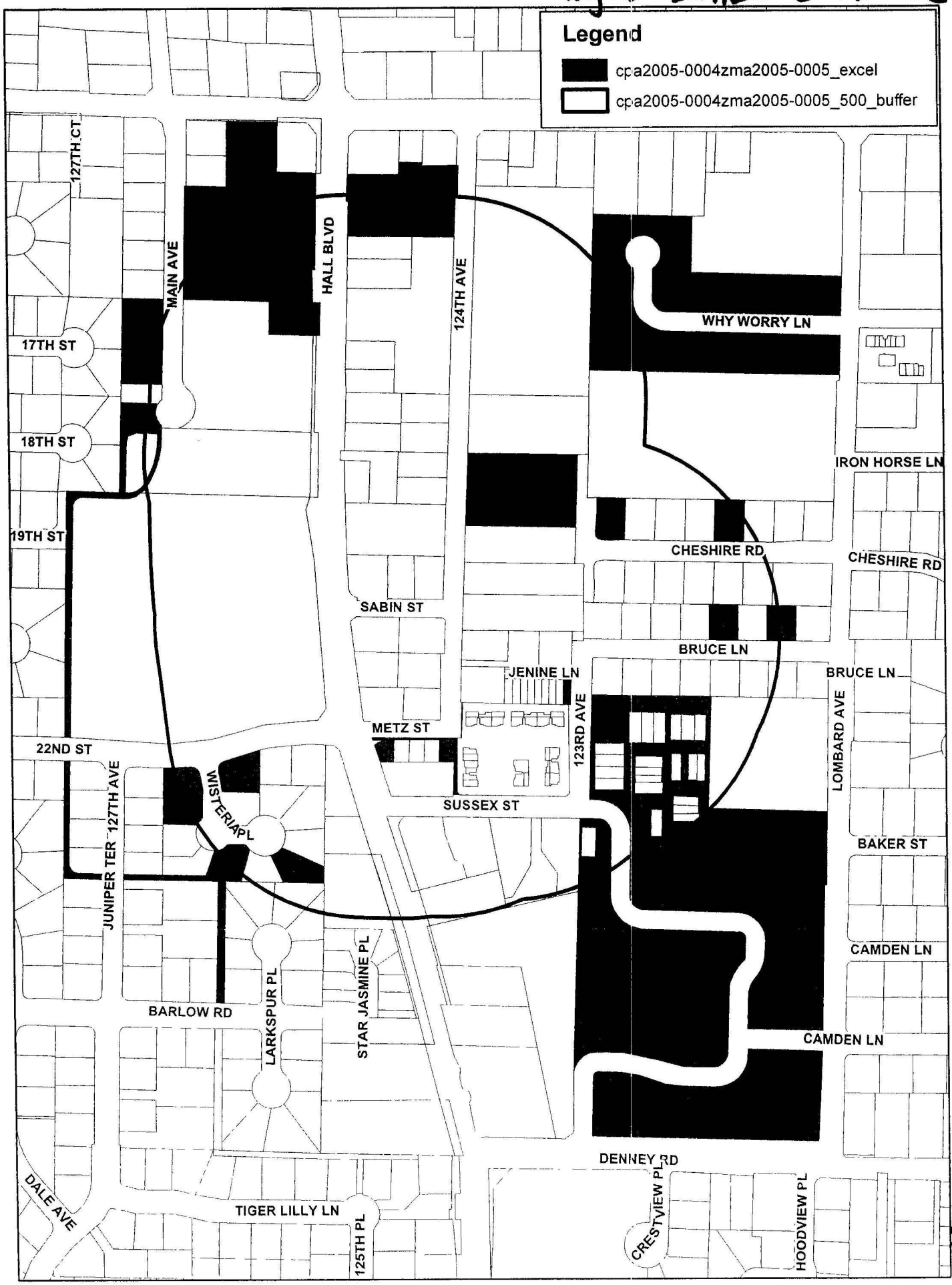
On August 29, 2005 notices for CPA2005-0004 and ZMA2005-0005 (Hall / Sabin / 124th) were mailed by the City in order to correct notice deficiencies. Those who were mailed the notice on August 29, 2005 were affected in one of the following three ways:

- the July 25, 2005 Affidavit of Mailing does not provide verification that the Property owner was noticed
- notice was required, but no notice was mailed to the property owner with the July 25, 2005 mailing
- County record of ownership changed between mailings, typically due to a recorded sale

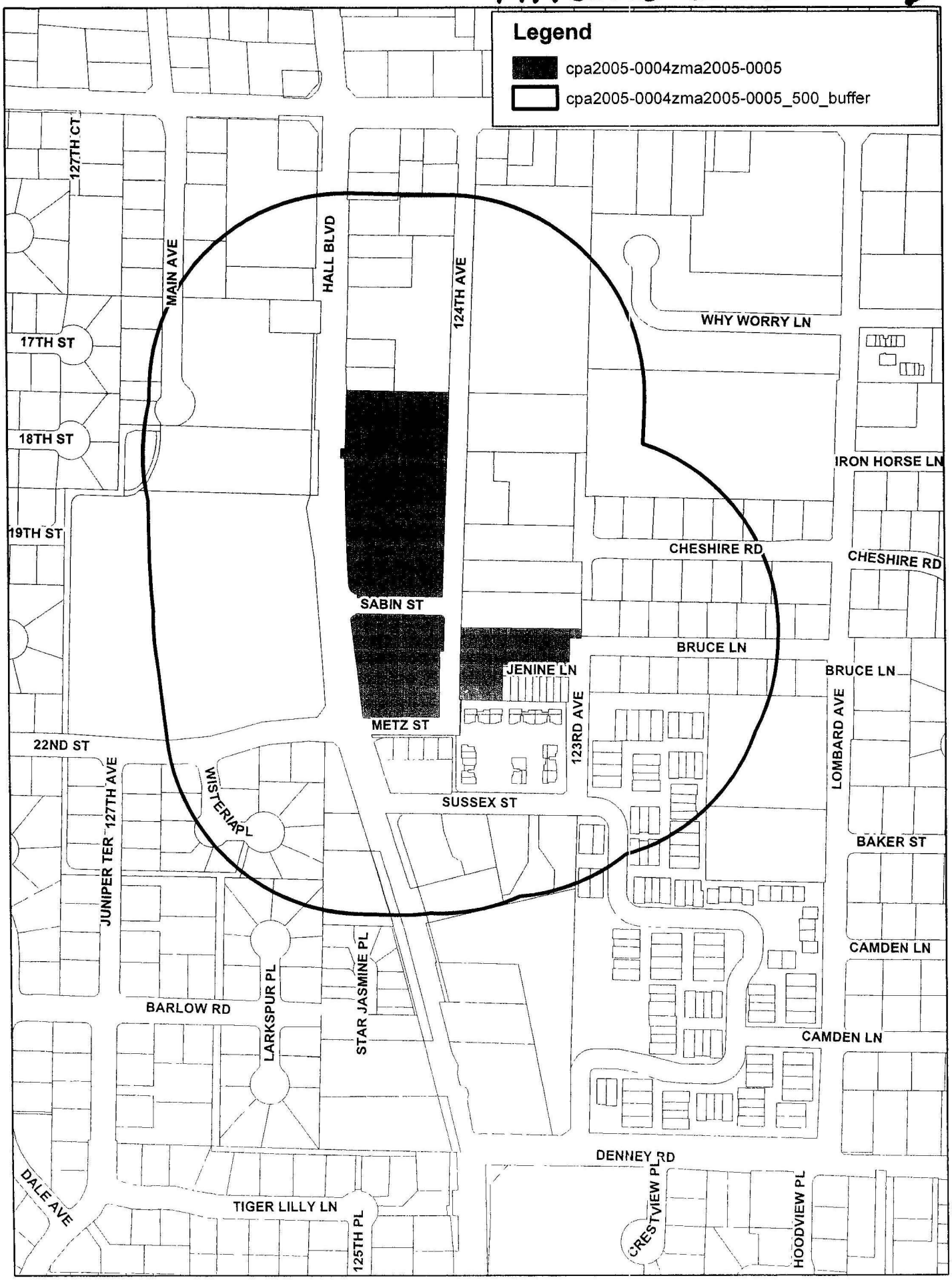
The Affidavit of Notice included with the record for the July 25, 2005 notice did not include two pages of property owner, Neighborhood Association Committees and other interested parties addresses that were mailed notice. Additionally, there were a number of property owners along the outer edges of the 500 foot buffer that were to be mailed noticed that were not mailed notice, including multiple owners of the New Horizons development southeast of the affected properties.

At the August 24, 2005 Planning Commission hearing, staff asked for continuance of the hearing to September 28, 2005 to provide a 30-day notice to those property owners, Neighborhood Association Committees and other interested parties affected by the deficient notice.

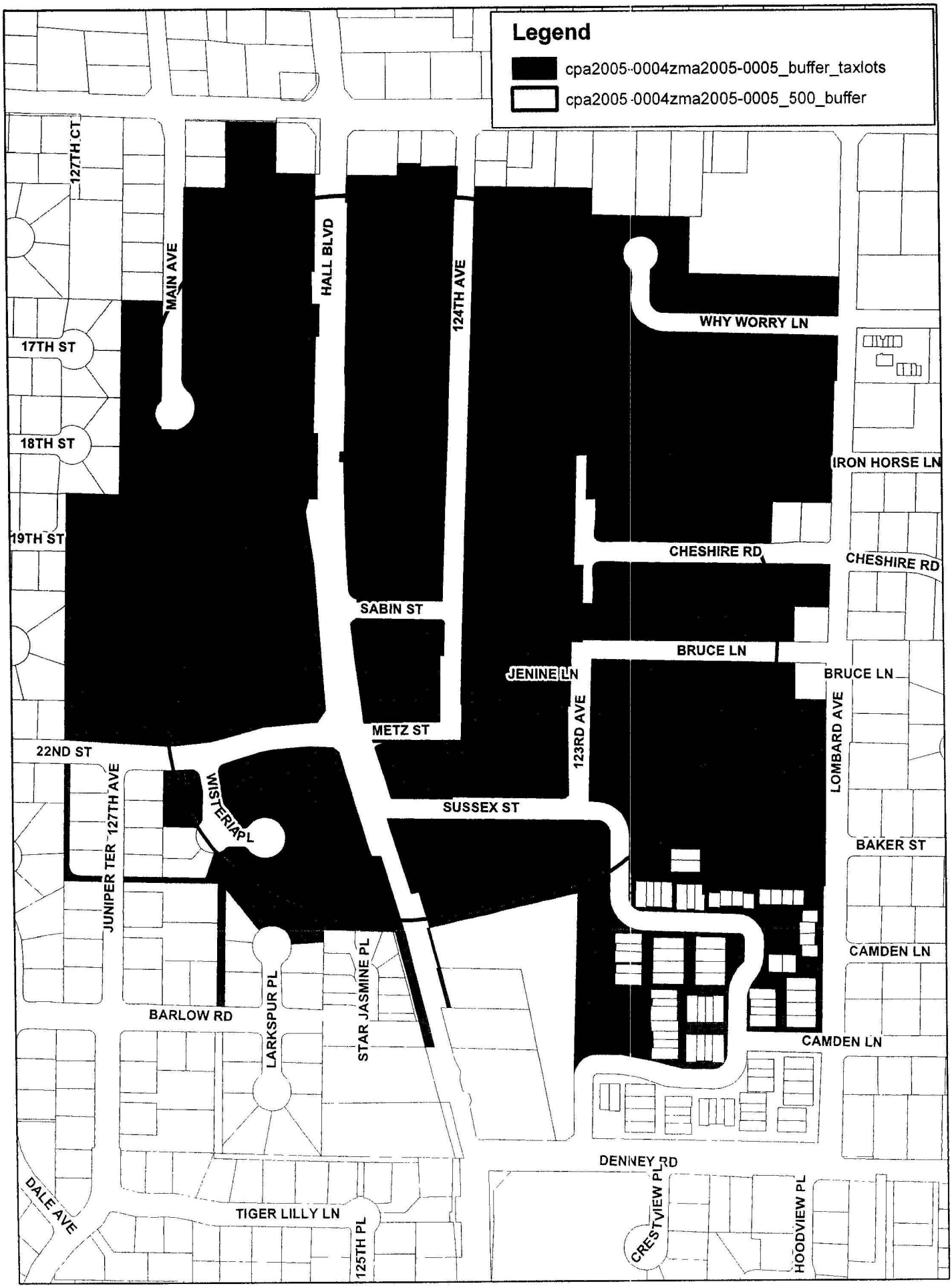
August 29, 2005 Notice



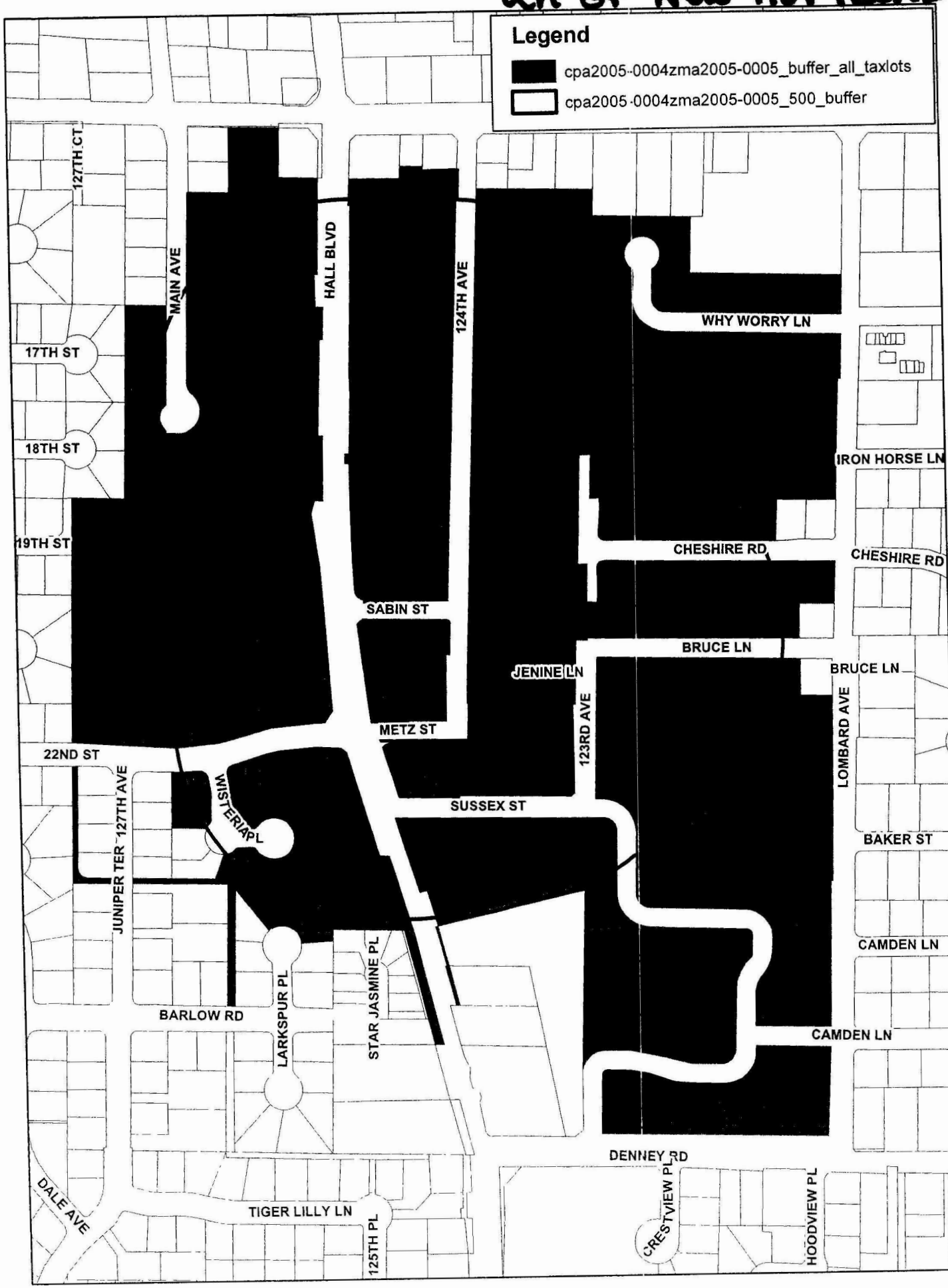
Affected Lots (23)



500 Foot Buffer



500 Foot Buffer of all of New Horizons



Labels that were Not used

1S122BC00601
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AA00200
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AA00602
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

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BEAVERTON, CITY OF
PO BOX 4755
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PO BOX 4755
BEAVERTON OR 97076

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

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BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S121AD00101
BEAVERTON, CITY OF
PO BOX 4755
BEAVERTON OR 97076

1S122BC10300
NEW HORIZONS OWNERS OF ALL LOTS

1S122BC10100
NEW HORIZONS OWNERS OF ALL LOTS

1S122BC10200
NEW HORIZONS OWNERS OF ALL LOTS

Impression antibourrage et à séchage rapide
Utilisez le gabarit 5960™

www.avery.com
1-800-GO-AVERY

AVERY® 5960™

TAXLOTS = WASHINGTON COUNTY 8-30-05
= DO NOT MATCH GEONET 8-30-05
1S121AD00102
1S122BB03800
1S122BB03901
METZ ST
1S122BC00601
1S122BC10400
HALL BLVD
22ND ST
1S121AD12000
1S121AD11900
1S121AD12100
1S122BC00500
1S122BC00700
1S121AD10000
1S121AD10700
1S121AD10800
127TH AVE
1S121AD11700
SUSSEX ST
1S121AD10100
1S121AD10600
1S121AD10900
1S121AD11800
1S121AD11600
JUNIPER TER
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WISTERIA PL
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1S121AD09300
1S121AD08400
1S121AD08100
1S121AD09700

SE 1/4 NE 1/4 SECTION 21 T1S R1W W.M.

WASHINGTON COUNTY OREGON

1" = 100'

1S 1 21AD

SEE MAP
1S 1 21AA

CANCELLED TAX LOTS
2001, 200, 8700, 9500, 2301, 100, 102,

101
.77 Ac

102
8.69 Ac

CHURCH OF THE NAZANERE

STREET

YEREX SUBDIVISION

CANCELLED TAX LOTS
2001, 200, 8700 TR "A",
9500 TR. "B", 2301,

HALL BOULEVARD

GEONET - 8-30-05

51-58 DO NOT MATCH WASHINGTON COUNTY TAXLOTS 8-30-05

S.W. METZ STREET

22nd

S.W. WISTERIA PLACE

S.W. TERRACE

S.W. VALE COURT

JUNIPER

BARLOW SQUARE

BARLOW ROAD

S.W. LARKSPUR PL.

SEE MAP
1S 1 22BC

SEE MAP
1S 1 21DA

FOR ASSESSMENT
PURPOSES ONLY
DO NOT RELY ON
FOR ANY OTHER USE

BEAVERTON
1S 1 21AD

257

EXHIBIT A.2

CITY of BEAVERTON

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

AFFIDAVIT OF NOTICE MAILING

****

ZMA / CPA NUMBER CPA 2005-0004 / ZMA 2005-0005
ZMA / CPA NAME: Hall, SABIN, 124TH

I, Leigh M. Crabtree, hereby confirm that on the 30th **day of** August **, 2005,**

I mailed the notice shown in Attachment A to those listed on Attachment B.

Leigh M Crabtree
Signature

State of OREGON)
County of Washington)

Signed and sworn/affirmed before me this 30th **day of** Aug. **2005**
by Leigh M Crabtree

Bonnie J Webb
Notary Public for the State of Oregon

My commission expires: Oct 7, 2008

OFFICIAL SEAL
BONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

Attachment A

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

NOTICE OF PUBLIC HEARING
Comprehensive Plan Amendment & Zoning Map Amendment

Date of Notice: August 29, 2005

Case File No./Project Name: CPA2005-0004 & ZMA2005-0005
(Hall / Sabin / 124th Land Use Map & Zoning Map Amendments)

Public Hearing Date: Wednesday, August 24, 2005 continued to
Wednesday, September 28, 2005

Hearing Location and Time: City Council Chambers, First Floor, Beaverton City Hall, 4755 SW Griffith Drive beginning at 6:30 p.m.

Summary of Application: The City is initiating a Comprehensive Plan Map Amendment and a Zoning Map Amendment for 23 parcels currently within the Neighborhood Residential-Standard Density (NR-SD) Comprehensive Plan designation and the Urban Standard Density R-7 Zoning District. Three (3) options are proposed: *Option 1* - Change the Comprehensive Plan Designation to Neighborhood Residential – Medium Density (NR-MD) and the Zoning Map District to Urban Medium Density Residential R-2 (2,000 square feet per dwelling unit), *Option 2* - Change the Comprehensive Plan Designation to Neighborhood Residential -- High Density (NR-HD) and the Zoning Map District to Urban High Density Residential R-1 (1,000 square feet per dwelling unit), *Option 3* - Change the Designation and District to a combination of Options 1 and 2.

The City is distributing this notice in order to provide full and accurate notice of the proposal. The City has also continued the hearing on this matter in order to provide adequate time for noticing and opportunities to accept public testimony.

Decision-Making Authority: Planning Commission

Due Date for Written Comments to be Included in Package to Planning Commission:
Monday, September 19, 2005

Please reference the Case File Number and Project Name in your written comments. Mailed written comments should be sent to the attention of the Planning Services Division, PO Box 4755, Beaverton, OR 97076. Written comments submitted in person should be delivered to the Planning Services Division, 2nd Floor, Beaverton City Hall, 4755 SW Griffith Drive. If you decide to submit written comments or exhibits before the public hearing, Section 50.58 of the Beaverton Development Code requires that the written comments or exhibits be received at the City no later than 4:30 p.m. on the day of the scheduled hearing. You may also submit written comments or exhibits at the public hearing. In all cases, all submittals prior to or at the hearing that are more than two (2) letter size pages must include no fewer than ten (10) complete copies of the materials being submitted.

Staff Planner: Leigh Crabtree **Phone Number:** 503-526-2458

Site Description:
Map & Tax Lot Number: 1S1-22BB Tax Lots 2200, 2202, 2203, 2204, 2900, 2901, 3000, 3100, 3401, 3403, 3404, 3405, 3600, 3602, 3700, 3800, 3900, 3901, 4000, 4100, 4200, 4300, 4400.
Site Address: Multiple
Cross Street: SW Hall Boulevard, 124th Ave., 123rd Ave., Bruce Lane, Sabin St., Metz St.
Land-Use Designation: Neighborhood Residential – Standard Density (NR-SD)
Zoning: Urban Standard Density R-7
Neighborhood Association Committee: Vose

Applicable Development Code Approval Criteria: Sections 40.03 and 40.97.15.1.C

Applicable Comprehensive Plan Policies: 1.3., 2.6., 3.4., 3.13., 3.14., 4.2., 5.4., 5.5., 5.6., 5.7., 5.8., 6.2., 6.3., 7.5., 8.2. and 8.3.

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A copy of the staff report was made available for inspection at no cost thirty (30) calendar days before the August 24, 2005 hearing, and a copy will be provided at reasonable cost. A copy of the staff report may also be viewed on-line at:
http://www.ci.beaverton.or.us/departments/CDD/CDD_dev_projects.html.

A copy of all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost, and will be provided at reasonable cost.

Please note: Section 50.45.2 of the Beaverton Development Code requires the City to provide written notice of a Type 3 application to the applicant, property owner, affected Neighborhood Association Committees (NACs), and owners of property within 500 feet on all sides of the property proposed for development, based on the most recent property tax assessment roll of the Washington County Department of Assessment and Taxation. **Please note that the failure of a property owner to receive notice does not invalidate a decision.**

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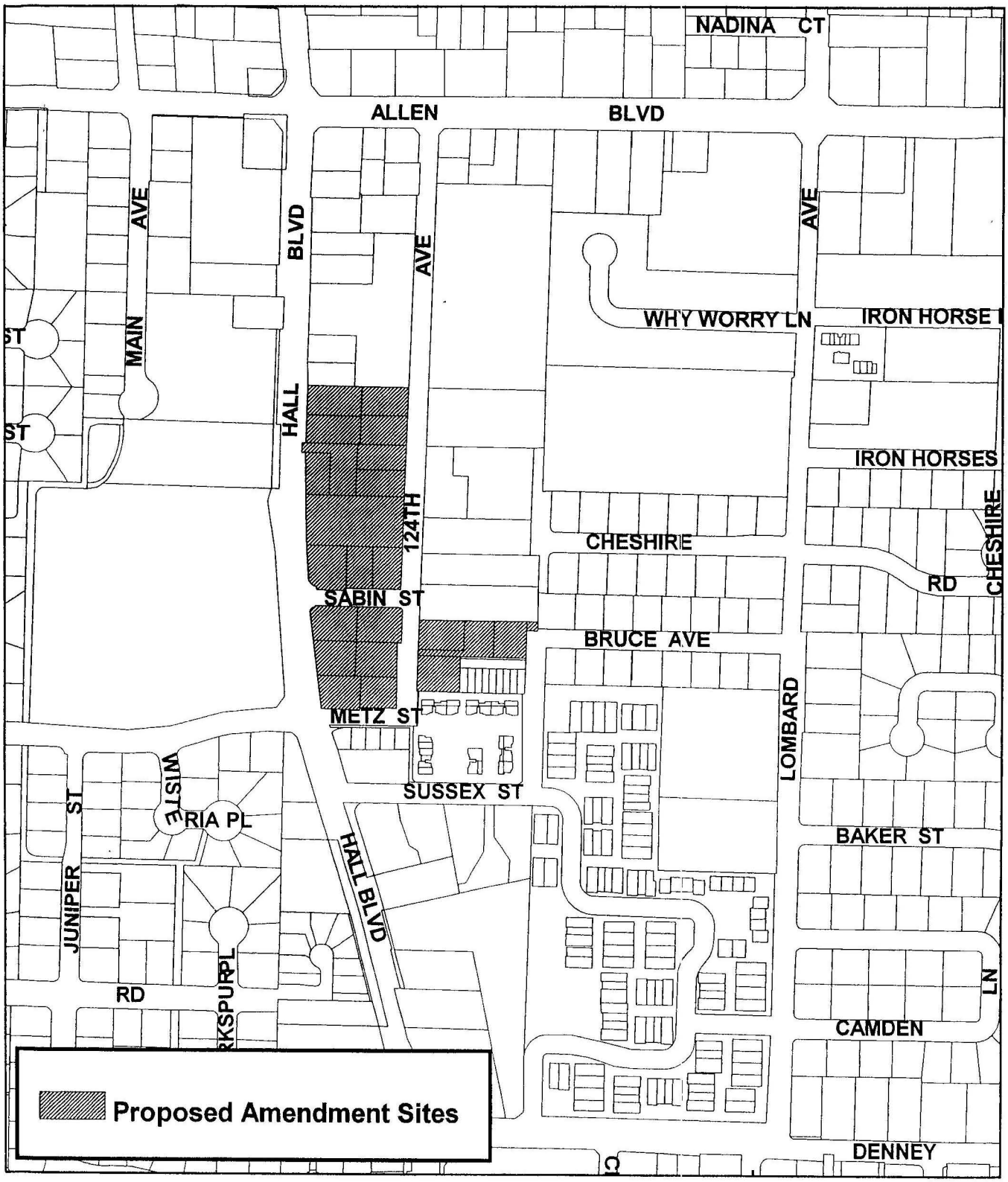
VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

Attachment B

SUPPLEMENTARY MAILING August 30, 2005.

TO:

YENDURU KAMESWABA RAO & PARVATHI
12510 SW 22ND
BEAVERTON OR 97005

The Affidavit of Notice included with the record for the July 25, 2005 notice did not include two pages of property owner, Neighborhood Association Committees and other interested party addresses that were mailed notice. In an effort to correct this and other notice deficiencies staff asked for continuance of the August 24, 2005 Planning Commission Hearing to September 28, 2005 in order to provide notice to those property owner, Neighborhood Association Committees and other interested parties who were not mailed a notice with the July 25, 2005 notice mailing.

The property owner, noted above, is one of the property owners that was mailed a notice July 25, 2005, but not reflected in the record. Staff, in identifying who was to receive an August 29, 2005 mailed notice, intended to identify the above noted property owner. However, given a discrepancy in the Tax Lot numbering between the Tax Assessor's Map and County information system property owner information (See Attached), the noted property owner was not mailed an August 29, 2005 notice.

Therefore, staff (Leigh M. Crabtree) caused to be mailed a notice to the noted property owner August 30, 2005.

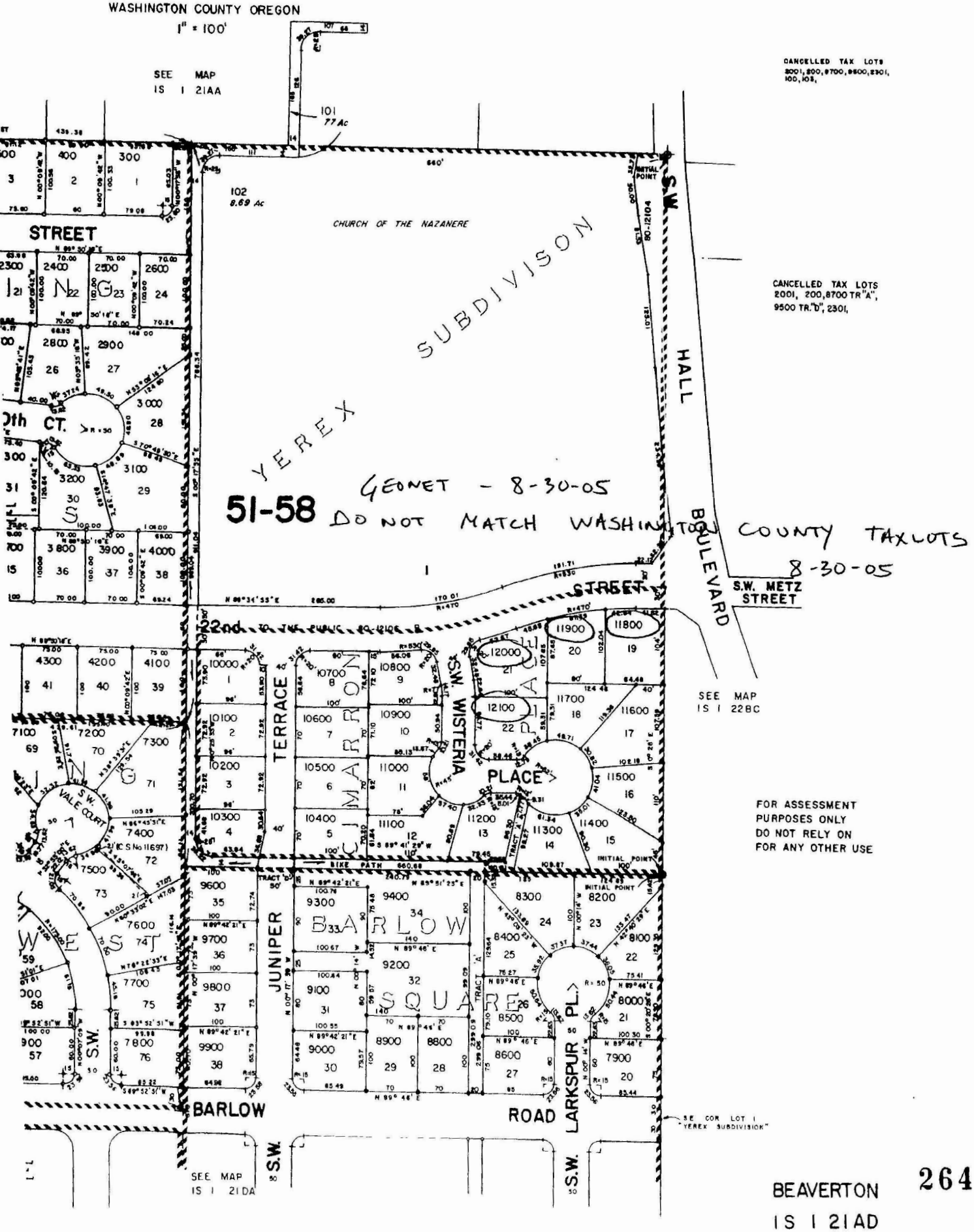
TAXLOTS = WASHINGTON COUNTY 8-30-05
= DO NOT MATCH GEONET 8-30-05
1S121AD00102
1S122BB03800
1S122BB03901
METZ ST
1S122BC00601
1S122BC10400
22ND ST
HALL BLVD
1S121AD12000
1S121AD11900
1S121AD12100
1S122BC00500
1S121AD10000
1S121AD10700
1S121AD10800
1S122BC00700
127TH AVE
1S121AD11700
1S121AD10100
1S121AD11800
SUSSEX ST
1S121AD10600
1S121AD10900
1S121AD11600
JUNIPER TER
1S122BC00401
1S121AD10200
1S121AD10500
1S121AD11000
WISTERIA PL
1S122BC00800
1S122BC00901
1S121AD11500
1S121AD10300
1S121AD10400
1S121AD11100
1S121AD11200
1S121AD11300
1S121AD11400
1S121AD00101
1S121AD00101
1S121AD09600
1S121AD09400
1S121AD08300
1S121AD08200
1S122BC00900
1S122BC00901
1S121AD09300
1S121AD09700
1S121AD08400
1S121AD08100
1S121AD09200

SE 1/4 NE 1/4 SECTION 21 T1S R1W W.M.

WASHINGTON COUNTY OREGON

1" = 100'

1S 1 21 AD



BEAVERTON 264

1S 1 21AD

EXHIBIT A.3

CITY of BEAVERTON

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

AFFIDAVIT OF NOTICE MAILING

****

ZMA / CPA NUMBER CPA 2005-0004 / ZMA 2005-0005
ZMA / CPA NAME: Hall, SABIN, 124TH

I, Nancy Marshall, hereby confirm that on the 1st **day of** September, **2005, on**

I re-mailed the notice shown because of an error on the address label.

Nancy Marshall
Signature

State of OREGON)
County of Washington)

Signed and sworn/affirmed before me this 1st **day of** Sept. **2005 by** Nancy Marshall

Bonnie J Webb
Notary Public for the State of Oregon

My commission expires: Oct 7 2008

OFFICIAL SEAL
BONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

I:\Planning Services\Forms\AFFIDAVITS\ANNEXATIONAFFIDAVIT new.doc

CITY OF BEAVERTON
Community Development Department
Development Services Division
4755 SW Griffith Drive
PO Box 4755
Beaverton, OR 97076
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NOTICE OF PUBLIC HEARING
Comprehensive Plan Amendment & Zoning Map Amendment

Date of Notice: August 29, 2005

Case File No./Project Name: CPA2005-0004 & ZMA2005-0005
(Hall / Sabin / 124th Land Use Map & Zoning Map Amendments)

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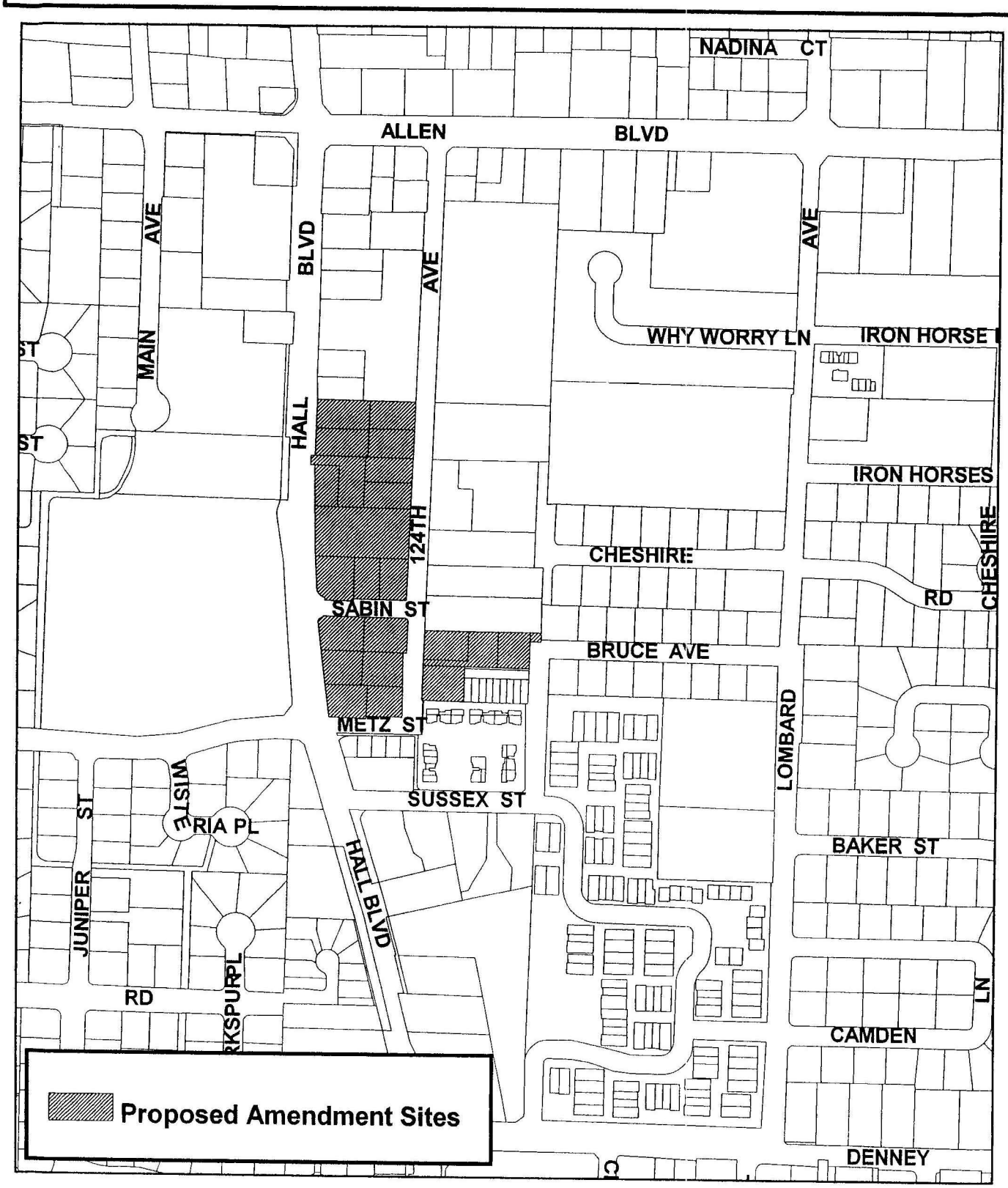
VICINITY MAP



CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

CITY of BEAVERTON
Community Development Department
4755 S.W. Griffith Drive
P.O. Box 4755
Beaverton, OR 97076-4755

Re-mailed
9-1-05

Vose NAC
Penny Douglas, NAC Chair
6170 SW Mad Hatter Lane
Beaverton OR 97008

CITY of BEAVERTON
Community Development Department
4755 S.W. Griffith Drive
P.O Box 4755
Beaverton, OR 97076-4755

ADDRESS SERVICE REQUESTED

PRESORTED FIRST CLASS

UNITED STATES POSTAGE
02 1A
0004370947
MAILED FROM ZI

Vose NAC
Penny Douglas, NAC Chair
6170 SW Mad Hatter Lane

RETURNED TO SENDER
FOR BETTER ADDRESS
Sender remove label, correct address error, and remail.

269

EXHIBIT A.4

CITY of BEAVERTON

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

AFFIDAVIT OF NOTICE MAILING

****

ZMA / CPA NUMBER CPA 2005-0004 / ZMA 2005-0005
ZMA / CPA NAME: Hall, SABIN, 124TH

I, Leigh M. Crabtree, hereby confirm that on the 16th **day of** September, **2005,**

I mailed the notice shown in Attachment A to those listed on Attachment B.

Leigh M Crabtree
Signature

State of OREGON)
County of Washington)

Signed and sworn/affirmed before me this 16th **day of** Sept. **2005**
by Leigh M Crabtree.

Bonnie J Webb
Notary Public for the State of Oregon

My commission expires: Oct 7 2008

OFFICIAL SEAL
BONNIE J WEBB
NOTARY PUBLIC-OREGON
COMMISSION NO. 384183
MY COMMISSION EXPIRES OCTOBER 7, 2008

Attachment A

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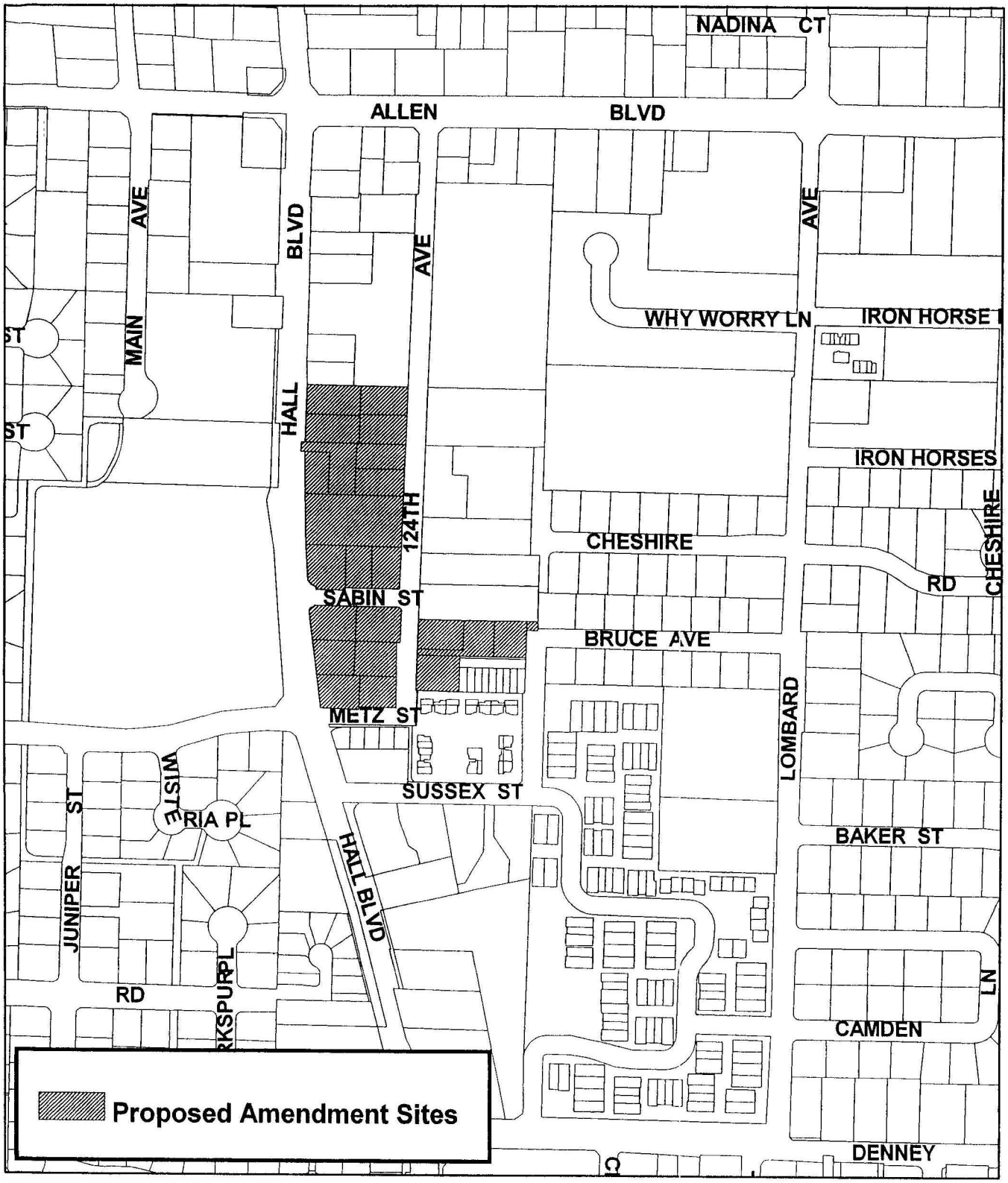


CITY OF BEAVERTON

HALL, SABIN, 124TH - CPA & ZMA

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

5/24/05

Map # 1S122BB

N

Application # CPA2005-0004 ZMA2005-0005

Attachment B

VOSE NAC
PENNY DOUGLAS, NAC CHAIR
6170 SW MAD HATTER LANE
BEAVERTON OR 97008

Leigh Crabtree

From: Leigh Crabtree
Sent: Friday, September 16, 2005 11:01 AM
To: 'vosenac@comcast.net'
Cc: Hal Bergsma
Subject: Hall / Sabin / 124TH 9.28.05 Notice

Attachments: HS124 Notice of Application 8.29.05.doc

Penny,

Henry Kane visited me this morning and informed me that you did not receive the notice that was mailed to you September 1, 2005 for the September 28, 2005 Planning Commission hearing. I am attaching the notice to this e-mail and I will place the notice in the mail to you today. Just to make sure that we are mailing to the correct address, please respond and verify that the following address (as provided on the City's Neighborhood Department web site) is correct or provide me with the correct address.

VOSE NAC
PENNY DOUGLAS NAC CHAIR
6170 SW MAD HATTER LANE
BEAVERTON OR 97008

HS124 Notice of Application 8....

Sincerely,

Leigh M. Crabtree
Associate Planner
City of Beaverton
4755 SW Griffith Drive
PO BOX 4755
Beaverton, OR. 97076
503.526 2458
503.526.3720 fax

EXHIBIT B.1

Henry Kane
12077 SW Camden Lane
Beaverton, Oregon 97008
503.643-4054

RECEIVED
AUG 26 2005
COMMUNITY DEVELOP DEPT.

August 25, 2005

Chair and Commissioners
Beaverton Planning Commission
PO Box 4755, Beaverton, OR 97076

Re: Sept. 28 05 continued public hearing on Comprehensive Plan Amendment and Zoning Map Amendment, CPA 2005-0004 and ZMA2005-0005; (Hall/Sabin/124th CPA & ZMA)

Chair and Commissioners:

May I thank the Commission at its August 24 meeting for rescheduling to September 8 the public hearing on the City's above identified application.

This letter summarizes and enlarges on my three minutes of testimony.

I would be remiss if I did not express my appreciation for the insightful comments and relevant questions of Commissioner Maks and other commissioners.

Rescheduling, renoticing, rewriting the staff report and submission of a supplemental staff report would assist the Commission to make a more informed decision.

My hope is that the City will renotice the hearing with a mailed and printed notice that complies with ORS 197.763(3).

Motion 4[1]

I move the Commission to adopt a resolution that future printed and mailed public hearing notices identify at the top of the notice the name of the Neighborhood Association Committee (NAC) in which the property is located.

Doing so is likely to alert readers to whether the property is in their neighborhood.

After the Commission meeting, Mr. Bergsma observed that the "common areas" of the New Horizions planned community is jointly owned by the homeowners, is within 500 feet of the property at issue, and therefore staff must send notice to all New Horizon homeowners of record.

The manager of the New Horizons community is:

Ren Appleton
Appleton Properties, Inc.
7100 SW Hampton, Suite 100

[1] The numbering system is in consecutive order with the three August 24, 05 motions.

Tigard, OR 97223
Telephone: 503.684-1502

The general rule that both sides of a disputed matter receive equal time before a decision-making body. Courts are a prime example. Each side has the same amount of time to argue, with the appellant allowed to reserve time for rebuttal.

Years ago, there was a public outcry when the Beaverton City Council allowed a developer to testify for nearly three hours, while individual opponents were limited to three or five minutes. The Oregonian article on the hearing emphasized the disparity.

In response, the Council changed the procedure to limit the appellant to 30 minutes of testimony.

Motion 5

I move the Commission to allow the applicant and application opponents some measure of equal time during public hearing applications.

Subject to more legal research, I suggest continuation of the practice of allowing the applicant unlimited time to testify and restricting opponent witnesses to three or so minutes egregiously violates the Due Process of Law and Equal Protection of the Laws Clauses of the Fourteenth Amendment to the United States Constitution, and Oregon Constitution, Article I, § 20:

> "No law shall be passed granting to any citizen, or class of citizens privileges or immunities, which upon the same terms, shall not equally belong to all citizens." (emphasis added)

Motion 6

I move the Commission to suggest that the amended staff report shall identify each mandatory provision and each precatory and/or discretionary provision.

The motion, if approved, would assist the Commission to make an informed decision.

This part of my letter confirms that the staff report is conclusionary, in violation of an appellate court decision requiring a staff report/decision to state facts on which a finding or conclusion is based.

I suggest that the traffic impact study is ground for reversal in event of appeal because of inadequacy. A revised traffic report should state the (1) present Level of Service (LOS), how the consultant arrived at the estimated amount of increased traffic and)3) estimated LOS if the application is approved and the property developed.

Henry Kane

cc: City Attorney

EXHIBIT B.2

RECEIVED
SEP 19 2005
COMMUNITY DEVELOP DEPT.
Hand-delivered

September 19, 2005

To the Planning Commission
City of Beaverton, Oregon

This is in reference to case file no./project name: CPA2005-0004 & ZMA2005-0005 (Hall/Sabin/124th land Use Map & Zoning Map Amendments).

Under the Summary of Application, I personally prefer "Option 1 – Change the Comprehensive Plan designation to Neighborhood Residential – Medium Density (NR-MD) and the Zoning Map district to Urban Medium Density Residential R-2 (2,000 Square feet per dwelling unit)."

Thank you for your consideration.

P. L. "Penny" Douglas

P. L. "Penny" Douglas, Vose NAC Chairman
6170 SW Mad Hatter Lane
Beaverton, Oregon 97008

RECEIVED
SEP 19 2005
City of Beaverton
Development Services

EXHIBIT B.3

RECEIVED
SEP 20 2005
City of Beaverton
Development Services

Vose NAC
Beaverton, OR
September 20, 2005

Planning Services Division
City of Beaverton
4755 SW Griffith Drive
Beaverton, OR 97076

Dear Planning Commision:

In the proposed zoning change CPA 2005-0004 and ZMA 2005-0005, there are currently three options under consideration. The Vose NAC finds that Option 1, changing the zoning from R7 to R2 is acceptable. We can support that zoning change. The Vose NAC finds Options 2 and 3, changing to R1 zoning or a mix of R1 and R2 zoning, unacceptable. We strongly object to Options 2 or 3.

Sincerely,
Vose NAC Board of Directors
Penny Douglas
Chris Redmond
Carrie Ives
Patrick Holmes

MEMORANDUM

CITY OF BEAVERTON

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION

"MAKE IT HAPPEN"

RECEIVED
OCT 05 2005
City of Beaverton
Development Services

To: City of Beaverton Planning Commission

Date: October 5, 2005

From: Hal Bergsma, Planning Services Manager HB
Leigh Crabtree, Associate Planner

Subject: ***Supplemental Staff Report***
Hall/Sabin/124th / CPA2005-0004 / ZMA2005-0005

During the September 28, 2005 Planning Commission hearing, the Planning Commission (Commission) received a letter from Mr. Henry Kane of 1277 SW Camden Lane dated September 27, 2005. (Exhibit A) Mr. Kane also provided testimony and requested a continuance of the Commission Hearing in order for adequate notice to be provided to people that he felt did not receive notice.

On the evening of September 28, 2005, the Commission approved Option 1 of CPA2005-0004 and ZMA2005-0005, leaving the record open for seven (7) days in order to provide staff with time to respond to Mr. Kane's letter. **The following is staff's response to Mr. Kane's letter:**

Compliance with Notification Requirements of State Statute:
Mr. Kane alleges "The August 29, 2005 NOTICE OF PUBLIC HEARING egregiously violates ...ORS 197.763(c) (j), relating to a land use hearing...". (ORS 197.763 is attached to this memorandum as Exhibit B.)

Mr. Kane alleges the public hearing notice is inadequate because it (1) does not list the street addresses of the affected properties pursuant to ORS 197.763(3)(c) and (2) does not "Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings" as required by ORS 197.763(3)(j). On the first point, ORS 197.763(3) (c) requires that the notice set forth by the jurisdiction shall "set forth the street address or other easily understood geographical reference to the subject property...". The City's public hearing notice includes a map highlighting all the properties that were the subject of the application before the Planning Commission. The map shows lot lines and identifies surrounding streets. Staff believes this map constitutes an "...easily understood geographical reference to the subject property..." which substitutes for a listing of street addresses. The text of the notice also contains a reference to the cross streets in the area.

As for Mr. Kane's second point, the August 29, 2005 notice of public hearing clearly explains how, where and when to submit written testimony in advance of or at the public hearing, as

shown by the following excerpt:

Please reference the Case File Number and Project Name in your written comments. Mailed written comments should be sent to the attention of the Planning Services Division, PO Box 4755, Beaverton, OR 97076. Written comments submitted in person should be delivered to the Planning Services Division, 2nd Floor, Beaverton City Hall, 4755 SW Griffith Drive. If you decide to submit written comments or exhibits before the public hearing, Section 50.58 of the Beaverton Development Code requires that the written comments or exhibits be received at the City no later than 4:30 p.m. on the day of the scheduled hearing. You may also submit written comments or exhibits at the public hearing. In all cases, all submittals prior to or at the hearing that are more than two (2) letter size pages must include no fewer than ten (10) complete copies of the materials being submitted.

The notice also addresses the hearing process with the following excerpt:

The Planning Commission shall make a decision on the applications after the hearing closes. Only persons who participated in the hearing process orally or in writing may appeal the decision to the City Council. Failure to raise an issue in a hearing, by testifying in person or by letter, or failure to provide statements or evidence with sufficient specificity to afford the decision-making authority an opportunity to respond to such issue, may preclude appeal to the Land Use Board of Appeals on that issue.

Staff believes these statements from the text of the notice satisfy the intent of ORS 197.763(3)(j).

Adequacy of Mailing:

Mr. Kane states he did not receive the hearing notice although the City affidavit of mailing indicates the notice was mailed to him. The City's Comprehensive Plan, which has been acknowledged by the State Land Conservation and Development Commission as complying with relevant State Statutes and Administrative Rules, including the Statewide Planning Goals, requires at Section 1.3.4.2.D that notice for quasi-judicial amendments shall be provided "By mailing notice to property owners included in the proposed change and within an area enclosed by lines parallel to and 500 feet from the exterior boundary of the property for which the change is contemplated...". There is no requirement that the City assure the mailed notice was received by the property owners. Clearly, Mr. Kane was aware of the hearing even if he did not receive the notice since he submitted both written and oral testimony.

Mr. Kane also states that the two other persons, Penny Douglas, the Chair of the Vose NAC and Ren Appleton, the manager of the New Horizons Townhouse Association did not receive notice. Again, the City's affidavits of mailing indicate both persons were mailed the hearing notice, as explained in the September 21, 2005 Supplemental Staff Report. There is no obligation to assure the notice was received. Ms. Douglas, in fact, submitted written testimony supporting the option subsequently recommended by the Planning Commission, showing she was aware of the hearing. Mr. Appleton, despite Mr. Kane's assertion, was not entitled to receive notice since the County property tax assessment roll, on which the notification list is based (ORS 197.763(2)(a)) did not list him as the person who represented the common property of the Townhouse Association. Therefore, as explained in the September 21, 2005 Supplemental Staff Report, notice was instead

sent to all property owners in the townhouse complex. Once staff became aware of Mr. Appleton's address, notice was mailed to him as a courtesy.

Finally, Mr. Kane argues that the person who signed the affidavit of mailing must have "...personally delivered the hearing notice letters to the U.S. Post Office at Second and Tucker in Beaverton" rather than "Handing it off to an intermediary, such as the city's mail unit". The applicable section of State Statute is ORS 197.763(8) which states, "The failure of the property owner to receive notice as provided in this section shall not invalidate such proceedings if the local government can demonstrate by affidavit that such notice was given." Nothing in this section of statute or the City Comprehensive Plan or the City Development Code specifies that the person handling a mailing and signing the affidavit of mailing must have personally delivered the notices to the nearest U.S. Post Office. It is common practice for hearing notices mailed by cities and counties to be processed through a mail room, with the reasonable expectation that the notices will be delivered to the post office, and that subsequently the post office will deliver the notice to the intended recipient.

MEMORANDUM EXHIBITS

Exhibit A. Letter from Henry Kane

Exhibit B. Copy of ORS 197.763

EXHIBIT A

Henry Kane
12077 SW Camden Lane
Beaverton, Oregon 97008
503.643-4054

RECEIVED
SEP 28 2005
City of Beaverton
Development Services

September 27, 2005

Chair/Commissioners
Beaverton Planning Commission
Community Development Director Joe Grillo
Staff Planner Leigh Crabtree

Re: **NOTICE OF LITIGATION IF BEAVERTON DOES NOT PUBLISH AND MAIL A PLANNING COMMISSION HEARING THAT COMPLIES WITH ORS 197.763 (CPA 2005-0004 and ZMA 2005-0005) (Hall / Sabin / 124th Land Use Map & Zoning Amendments).**

Greetings:

The August 29, 2005 NOTICE OF PUBLIC HEARING egregiously violates the following provisions of ORS 197.763 (3)(c)(j), relating to notice of a land use hearing:

> "(3) The notice provided by the jurisdiction shall: * * *
>
> "(c) Set forth by street address or other easily understood geographical reference to the subject property; * * * * *
>
> "(j) Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings." (emphasis added)

The first paragraph of unnumbered page 2 of the hearing notice does **not** list the street addresses of the affected land tracts. Instead, it states: "Site Address: Multiple." In short, the notice does not "Set forth by street address * * * the subject property." *Id.*

The notice does **not** "Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings." *Id.*

Although the affidavit of mailing claims that the undersigned was mailed a copy of the hearing notice on August 29, 2005, I did not receive my mailed notice. The affidavit of mailing said Peggy Douglas, (chair, Vose NAC) and Ren Appleton, of New Horizons, received copies of the hearing notice. Mrs. Douglas said at the September 15, 2005 Vose NAC meeting that she had not received a copy of the August 29, 2005 mailed notice. On September 16, 2005, Mr. Appleton, manager of the New Horizons Townhouse Association entitled to notice of the hearing, told me by telephone that he had not received a copy of the hearing notice. That makes three persons entitled to notice who did not receive mailed notice.
New Horizons unit owners entitled to receive notice of the September 28, 2005 public hearing total 121 with SW Camden and SW Sussex addresses.

By my count, the affidavit mailing list did **not** contain 121 property owners with Camden and Sussex addresses.

Staff apparently relies on an affidavit of mailing notices. However, the affidavit does not state the the signer of the affidavit personally delivered the hearing notice letters to the U.S. Post Office at Second and Tucker in Beaverton. Handing it off to an intermediary, such as the city's mail unit, is not a mailing that the city can rely on.

To avoid unnecessary litigation, I urge the Planning Commission to set a new hearing date and direct staff to publish and mail a proper notice to all persons and organizations entitled to receive notice in compliance with ORS 197.763.

Sincerely,

Henry Kane
Adversely Affected Homeowner

cc: City Attorney Alan Rappleyea

EXHIBIT B

197.763 Conduct of local quasi-judicial land use hearings; notice requirements; hearing procedures. The following procedures shall govern the conduct of quasi-judicial land use hearings conducted before a local governing body, planning commission, hearings body or hearings officer on application for a land use decision and shall be incorporated into the comprehensive plan and land use regulations:

(1) An issue which may be the basis for an appeal to the Land Use Board of Appeals shall be raised not later than the close of the record at or following the final evidentiary hearing on the proposal before the local government. Such issues shall be raised and accompanied by statements or evidence sufficient to afford the governing body, planning commission, hearings body or hearings officer, and the parties an adequate opportunity to respond to each issue.

(2)(a) Notice of the hearings governed by this section shall be provided to the applicant and to owners of record of property on the most recent property tax assessment roll where such property is located:

(A) Within 100 feet of the property which is the subject of the notice where the subject property is wholly or in part within an urban growth boundary;

(B) Within 250 feet of the property which is the subject of the notice where the subject property is outside an urban growth boundary and not within a farm or forest zone; or

(C) Within 500 feet of the property which is the subject of the notice where the subject property is within a farm or forest zone.

(b) Notice shall also be provided to any neighborhood or community organization recognized by the governing body and whose boundaries include the site.

(c) At the discretion of the applicant, the local government also shall provide notice to the Department of Land Conservation and Development.

(3) The notice provided by the jurisdiction shall:

(a) Explain the nature of the application and the proposed use or uses which could be authorized;

(b) List the applicable criteria from the ordinance and the plan that apply to the application at issue;

(c) Set forth the street address or other easily understood geographical reference to the subject property;

(d) State the date, time and location of the hearing;

(e) State that failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue;

(f) Be mailed at least:

(A) Twenty days before the evidentiary hearing; or

(B) If two or more evidentiary hearings are allowed, 10 days before the first evidentiary hearing;

(g) Include the name of a local government representative to contact and the telephone number where additional information may be obtained;

(h) State that a copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;

(i) State that a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost; and

(j) Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings.

(4)(a) All documents or evidence relied upon by the applicant shall be submitted to the local government and be made available to the public.

(b) Any staff report used at the hearing shall be available at least seven days prior to the hearing. If additional documents or evidence are provided by any party, the local government may allow a continuance or leave the record open to allow the parties a reasonable opportunity to respond. Any continuance or extension of the record requested by an applicant shall result in a corresponding extension of the time limitations of ORS 215.427 or 227.178 and ORS 215.429 or 227.179.

(5) At the commencement of a hearing under a comprehensive plan or land use regulation, a statement shall be made to those in attendance that:

(a) Lists the applicable substantive criteria;

(b) States that testimony, arguments and evidence must be directed toward the criteria described in paragraph (a) of this subsection or other criteria in the plan or land use regulation which the person believes to apply to the decision; and

(c) States that failure to raise an issue accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issue precludes appeal to the board based on that issue.

(6)(a) Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments or testimony regarding the application. The local hearings authority shall grant such request by continuing the public hearing pursuant to paragraph (b) of this subsection or leaving the record open for additional written evidence, arguments or testimony pursuant to paragraph (c) of this subsection.

(b) If the hearings authority grants a continuance, the hearing shall be continued to a date, time and place certain at least seven days from the date of the initial evidentiary hearing. An opportunity shall be provided at the continued hearing for persons to present and rebut new evidence, arguments or testimony. If new written evidence is submitted at the continued hearing, any person may request, prior to the conclusion of the continued hearing, that the record be left open for at least seven days to submit additional written evidence, arguments or testimony for the purpose of responding to the new written evidence.

(c) If the hearings authority leaves the record open for additional written evidence, arguments or testimony, the record shall be left open for at least seven days. Any participant may file a written request with the local government for an opportunity to respond to new evidence submitted during the period the record was left open. If such a request is filed, the hearings authority shall reopen the record pursuant to subsection (7) of this section.

(d) A continuance or extension granted pursuant to this section shall be subject to the limitations of ORS 215.427 or 227.178 and ORS 215.429 or 227.179, unless the continuance or extension is requested or agreed to by the applicant.

(e) Unless waived by the applicant, the local government shall allow the applicant at least seven days after the record is closed to all other parties to submit final written arguments in support of the application. The applicant's final submittal shall be considered part of the record, but shall not include any new evidence. This seven-day period shall not be subject to the limitations of ORS 215.427 or 227.178 and ORS 215.429 or 227.179.

(7) When a local governing body, planning commission, hearings body or hearings officer reopens a record to admit new evidence, arguments or testimony, any person may raise new issues which relate to the new evidence, arguments, testimony or criteria for decision-making which apply to the matter at issue.

(8) The failure of the property owner to receive notice as provided in this section shall not invalidate such proceedings if the local government can demonstrate by affidavit that such notice was given. The notice provisions of this section shall not restrict the giving of notice by other means, including posting, newspaper publication, radio and television.

(9) For purposes of this section:

(a) "Argument" means assertions and analysis regarding the satisfaction or violation of legal standards or policy believed relevant by the proponent to a decision. "Argument" does not include facts.

(b) "Evidence" means facts, documents, data or other information offered to demonstrate compliance or noncompliance with the standards believed by the proponent to be relevant to the decision. [1989 c.761 §10a (enacted in lieu of 197.762); 1991 c.817 §31; 1995 c.595 §2; 1997 c.763 §6; 1997 c.844 §2; 1999 c.533 §12]

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 9355 SW 166th Avenue; CPA 2005-0009/ZMA 2005-0008

FOR AGENDA OF: 11/07/05 **BILL NO:** 05209

Mayor's Approval:

DEPARTMENT OF ORIGIN: CDD

DATE SUBMITTED: 09/30/05

CLEARANCES: City Attorney

Planning Services HB

PROCEEDING: First Reading

EXHIBITS: Ordinance
Exhibit A – Map
Exhibit B – Legal Description
Exhibit C – Staff Report

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

This ordinance is before the City Council to assign City Comprehensive Plan Land Use Map and Zoning designations for the subject property, replacing the Washington County land use designations.

The Urban Planning Area Agreement (UPAA) is specific on the appropriate Land Use Map and Zoning Map designations for these two parcels, thus no public hearing is required. The appropriate Land Use Map designation is Neighborhood Residential – Standard Density (NR-SD), and the appropriate Zoning Map designation is Residential – 5,000 square feet minimum land area per dwelling unit (R-5). The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

INFORMATION FOR CONSIDERATION:

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4375

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP FOR PROPERTY LOCATED AT 9355 SW 166TH AVENUE; CPA 2005-0009/ZMA 2005-0003

WHEREAS, This property Is being annexed to the City of Beaverton, through a separate process, thus the property is being redesignated by this ordinance from the County's land use designations to the closest corresponding City designations as specified by the Urban Planning Area Agreement (UPAA); and

WHEREAS, Since the UPAA is specific on the appropriate designations for this property, this is not a land use decision as set forth in Oregon Revised Statutes 197.015(10)(b)(A) and therefore no public hearing is required; and

WHEREAS, The Council adopts as to criteria applicable to this request and findings thereon the Community Development Department staff report by Senior Planner Alan Whitworth, dated September 28, 2005, attached hereto as Exhibit C; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject property located at 9355 SW 166th Avenue (shown on Tax Map 1S130DA as Lots 00100 and 00500) Neighborhood Residential - Standard Density on the City of Beaverton Comprehensive Plan Land Use Map, as shown on Exhibit "A" and more particularly described in Exhibit "B" in accordance with the UPAA.

Section 2. Ordinance No. 2050, the Zoning Map, is amended to designate the same property in Section 1 Residential – 5,000 square feet minimum land area per dwelling unit (R-5) on the City of Beaverton Zoning Map in accordance with the UPAA.

First reading this _____ day of _____, 2005.

Passed by the Council this _____ day of _____, 2005.

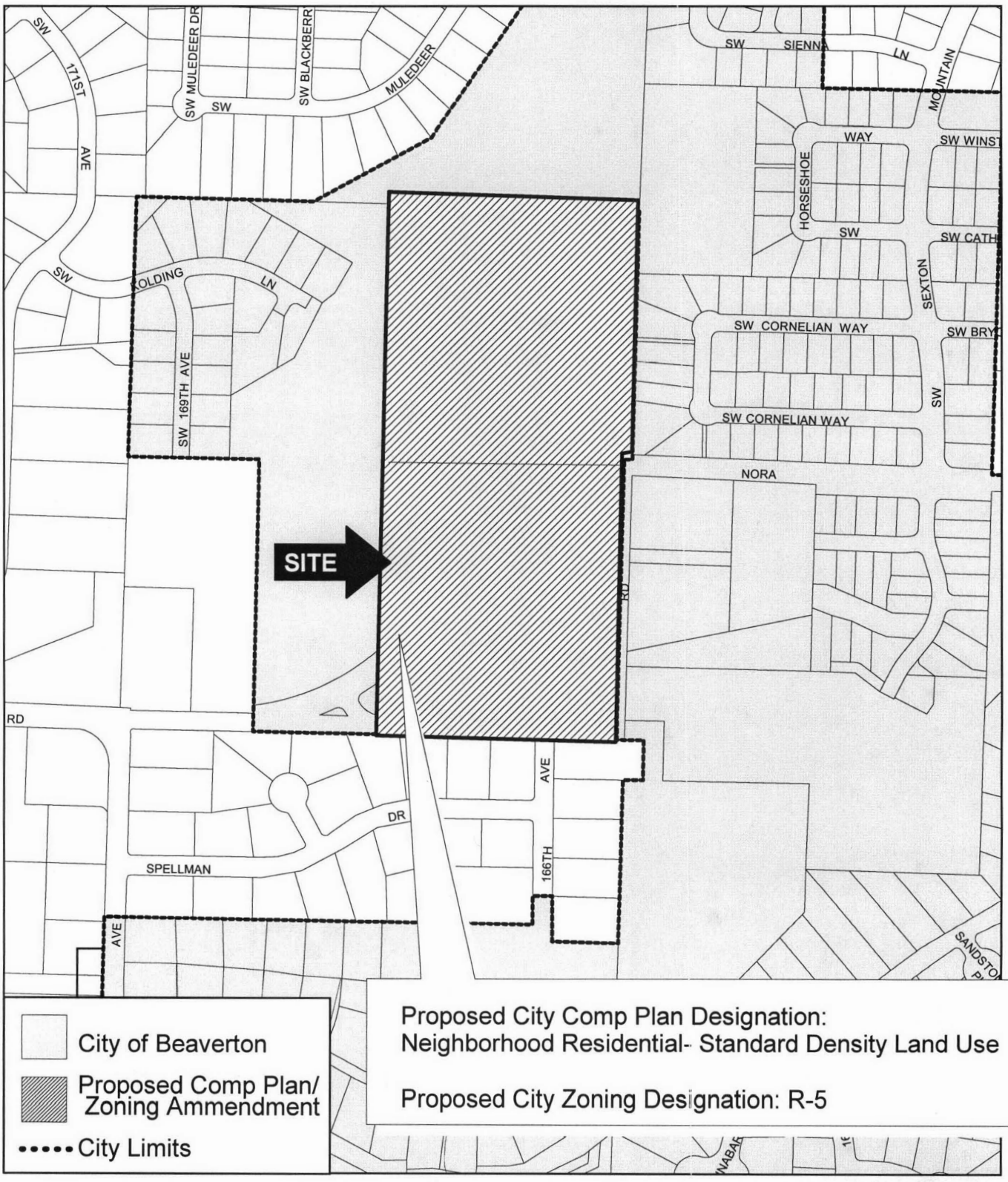
Approved by the Mayor this _____ day of _____, 2005.

ATTEST: APPROVED:

_____ _____

SUE NELSON, City Recorder ROB DRAKE, Mayor

VICINITY MAP Ordinance No. 4375 EXHIBIT "A"



CITY OF BEAVERTON

9355 SW 166TH AVE

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

9/19/05

Map # 1S130DA00500 &100

N

Application # CPA2005-0009 ZMA2005-0008

Exhibit "B"

Ordinance No. 4375

LEGAL

City of Beaverton

CPA 2005-0009/ZMA 2005-0008

A tract of land situated in the northeast quarter of the of the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Said tract of land being more particularly described as follows:

Said tract of land being Lots 20 and 21 of MOUNTAIN VIEW HEIGHTS situated in the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon. The aforementioned Lot 20 includes the northerly right of way of S.W. Nora Road (County Road No. 2031).

ALSO TOGETHER WITH the southerly right of way of Said S.W. Nora Road. Said southerly right of way of Said S.W. Nora Road being more particularly described as follows: BEGINNING at the southeast corner of the aforementioned Lot 20; Thence, Southerly along the projection of the east line of said Lot 20 for a distance of twenty-five feet (25'), more or less, to the south right of way line of said S.W. Nora Road; Thence, Westerly along said southerly right of way line for a distance of 657.21 feet , more or less, to a point of intersection with southerly projection of the west line of said Lot 20 and the southerly right of way line of S.W. Nora Road; Thence, Northerly along the southerly projection of the aforementioned west line for a distance of twenty-five feet (25') to the southwest corner of said Lot 20; Thence, Easterly along the south line of said Lot 20 for a distance of 657.21 feet, more or less, to the Point of Beginning.

EXHIBIT C

CITY of BEAVERTON

Ordinance No. 4375

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

STAFF REPORT

TO: City Council

AGENDA DATE: November 7, 2005 **REPORT DATE:** September 28, 2005

FROM: Alan Whitworth, Senior Planner, Community Development Department

SUBJECT: To assign City Land Use (CPA2005-0009) and zoning (ZMA2005-0008) designations for two parcels located at 9355 SW 166th Avenue (Tax Map 1S130DA, lots 00100 and 00500) being annexed into the City by separate action. The property is shown on the attached map and more particularly described by the attached legal description.

ACTIONS: Amend the City's Comprehensive Plan Land Use Map to show Neighborhood Residential - Standard Density and the Zoning Map to show Residential – 5,000 square feet minimum land area per dwelling unit (R-5).

APPLICANT: City of Beaverton

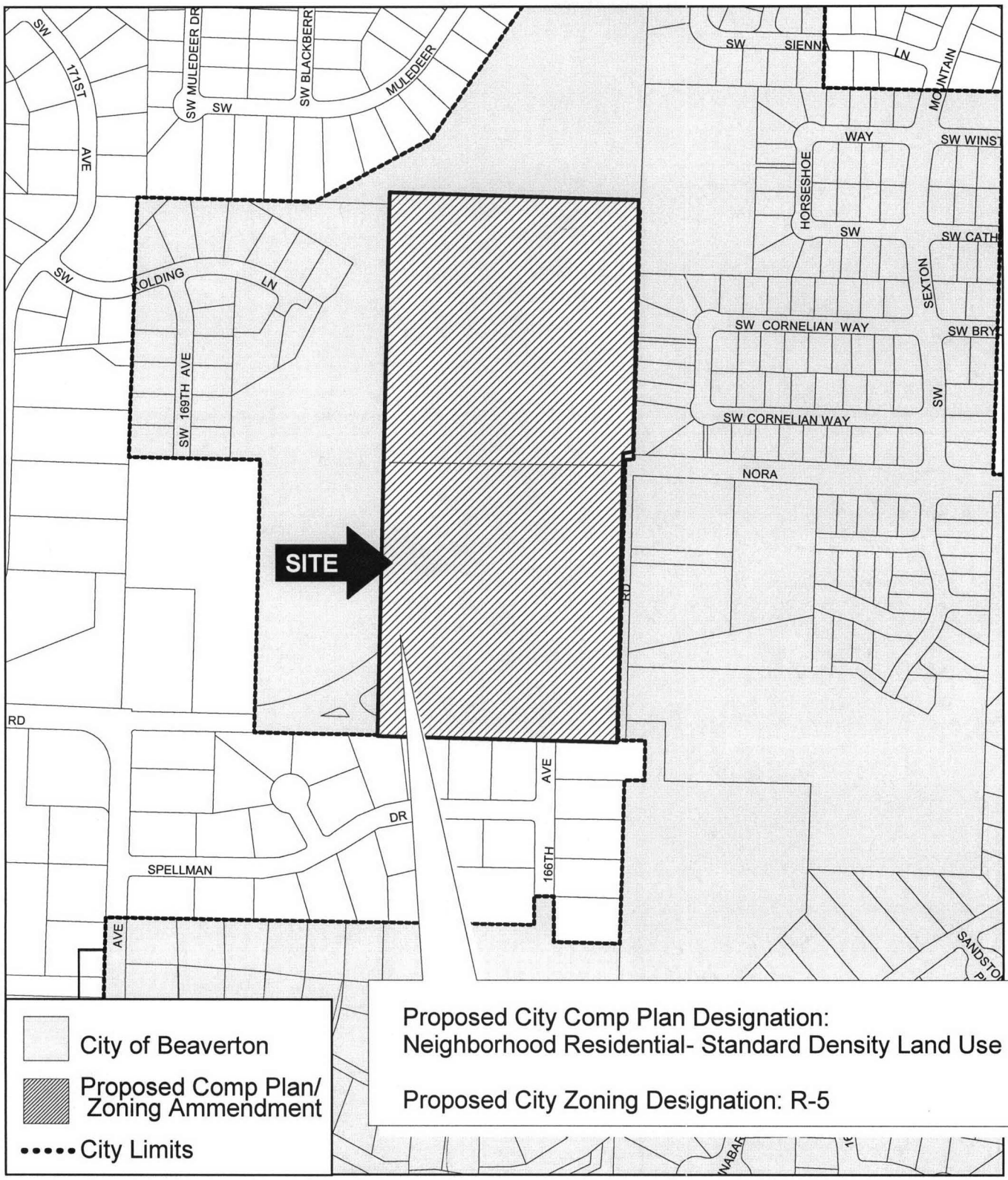
APPROVAL CRITERIA: Comprehensive Plan Section 1.3.1 and the Development Code Section 40.97.15.3.C

SUMMARY AND RECOMMENDATION

The property is designated Residential – 6 units to the acre (R-6) by Washington County. The City assigns Comprehensive Plan and Zoning designations to property being annexed into the City as prescribed by the Washington County – Beaverton Urban Planning Area Agreement (UPAA). The UPAA is specific that the appropriate City Land Use Map designation for this property is Neighborhood Residential - Standard Density and the appropriate zoning district is Urban Standard Density Residential (R-5) which requires a minimum 5,000 square feet of net parcel area per dwelling unit. Pursuant to Section 1.3 of the Comprehensive Plan and Section 40.97.15.3.B. of the Development Code, no public hearing is required because the UPAA is specific as to the Comprehensive Plan Land Use Map and Zoning Map designations. This decision does not qualify as a land use decision under ORS 197.015(10)(b)(A) because it is made under land use standards which do not require interpretation or the exercise of policy or legal judgment.

Staff recommends the City Council adopt the ordinance assigning the Neighborhood Residential – Standard Density Land Use and R-5 Zoning designations for two parcels shown on tax map 1S130DA as lots 00100 and 00500, which are shown on the attached map, effective thirty days after the Mayor's signature.

VICINITY MAP



CITY OF BEAVERTON

9355 SW 166TH AVE

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

9/19/05

Map # 1S130DA00500 &100

N

Application # CPA2005-0009 ZMA2005-0008

EXISTING CONDITIONS

The two parcels total approximately 19.2 acres and are addressed as 9355 SW 166th Avenue. The southern parcel is developed with a single-family house and the northern parcel is vacant. The property owners have submitted a letter (attached) requesting that the City of Beaverton proceed with assigning City Comprehensive Plan and Zoning designations with knowledge of the differences between the County and City designations.

COMPREHENSIVE PLANNING AND ZONING

The subject property is located in Washington County's Aloha-Reedville-Cooper Mountain Community Plan Area and is designated Residential – 6 units to the acre (R-6). The Urban Planning Area Agreement is specific that the appropriate City Comprehensive Plan designation is Neighborhood Residential - Standard Density and the appropriate Zoning Map designation is Urban Standard Density Residential (R-5) which requires 5,000 square feet of net parcel area per dwelling unit.

The Community Plan indicates that this property is not in an area of special concern, but Design Element 1 for the Cooper Mountain Area is applicable because most of this property is designated as wildlife habitat and as a scenic feature. A corridor along a stream that crosses the northwest corner of the property is designated Water Area and Wetlands & Fish and Wildlife Habitat.

Cooper Mountain Area Design Element 1 states:

1. *There are several large forested areas on the north slope of Cooper Mountain which are traversed by small streams and have significance as wildlife habitat. These are also outstanding scenic features, as viewed from the valley floor to the north. The natural character of these forested areas shall be retained through careful development of properties which include them. Open space created in these forested areas through the Master Planning Process should be contiguous. Streams and adjacent riparian land in these forested areas shall be retained in their natural condition in keeping with the provisions of the Community Development Code. Exceptions may be allowed for the establishment of regional stormwater detention facilities.*

Special Policy II.A. of the UPAA states in part that "...the COUNTY will advise the CITY of adopted policies which apply to the annexed areas and the CITY shall determine whether CITY adoption is appropriate and act accordingly."

The City has tree protection regulations in the Development Code and relies on Clean Water Services Design and Construction Standards for protection of stream corridors and wetlands. The degree of tree protection provided by the City's regulations depends on whether a property is identified on the City's inventories of Significant Natural Resource Areas or Significant Groves. The City could amend one of these inventories to include the subject property, but to do so would require a public hearing for a quasi-judicial plan amendment, since discretion would be exercised in determining whether such a listing is appropriate. The property owners have not requested such a listing, and if the City decided to list the property on one of its natural resources inventories without their approval, the owners may have grounds for a Measure 37 claim. Staff has examined the differences between County and City tree protection regulations and finds that the County's regulations for upland wildlife habitat areas are similar to the City's regulations for "Community Trees". A community tree is defined in the Beaverton Development Code as

> *"A healthy tree of at least ten inches (10") DBH located on developed, partially developed, or undeveloped land. Community Trees are not those trees identified as Significant, Historic, Landscape or Mitigation Trees, trees within a Grove or a Significant Natural Resource Area, or trees that bear edible fruits or nuts grown for human consumption."*

The County's Plan and Development Code does not have specific standards for mitigation of the removal of trees within a significant natural resource area. The City does not require mitigation for the removal of Community Trees. The County's Plan and Development Code have no minimum requirement for the percentage of trees in a wildlife habitat area that must be protected. The City does not require a minimum preservation of Community Trees. However, the City only allows the removal of Community Trees which is necessitated by development or disease. The County does require that consideration be given to the protection of trees within a wildlife habitat area when the area is proposed for development, and the City requires that any development that would result in the removal of over 4 Community Trees must submit a Tree Plan Two application.

The County applies the following general criterion when determining whether to approve development in significant natural resource areas:

> *"For any proposed use in a Significant Natural Resource Area, there shall be a finding that the proposed use will not seriously interfere with the preservation of fish and wildlife areas and habitat identified in the Washington County Comprehensive Plan, or how the interference can be mitigated."* (County Community Development Code Section 422-3.6)

In practice, the County usually requires protection of habitat areas near streams, but allows development and tree removal in upland areas. City approval criteria for Tree Plan Two applications include the following criterion:

> *"If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists."* (Beaverton Development Code Section 40.90.15.2.C.5)

Based on the above comparisons, staff conclude that the County regulates the removal of trees in its designated wildlife habitat areas much the same as the City regulates removal of Community Trees, and that it would therefore be most appropriate to protect the trees on subject property as Community Trees, which would not require amendment of the Comprehensive Plan to list them on the City's inventories of Significant Natural Resource Areas or Significant Groves.

As for the portion of the property along the stream that flows through the northwest corner of the property, that area is identified on the City's existing Local Wetland Inventory & Riparian Assessment as an intermittent stream. Although the stream corridor is not identified as a significant wetland or riparian area, development in the corridor will be subject to the same Clean Water Services' standards as would have been applied in the County. Therefore, no loss of protection would occur for the trees in the riparian area.

CRITERIA FOR APPROVAL

COMPREHENSIVE PLAN AMENDMENT CRITERIA

Comprehensive Plan Section 1.3.1 includes the following minimum criteria for amendment decisions:

1.3.1.1. The proposed amendment is consistent and compatible with the Statewide Planning Goals; and

Of the 19 Statewide Planning Goals, Goal Two: Land Use Planning is applicable to the proposed map amendment.

> *Goal Two: Land Use Planning*
> *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

The City of Beaverton adopted a Comprehensive Plan, which includes text and maps, in a three-part report (Ordinance 1800) along with implementation measures, including the Development Code (Ordinance 2050) in the late 1980's.

The City adopted a new Comprehensive Plan (Ordinance 4187) in January of 2002 that was prepared pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD). The proposed Plan, including a new Land Use Map, was the subject of numerous public hearings and considerable analysis before being adopted. The adopted Plan and findings supporting adoption were deemed acknowledged pursuant to a series of Approval Orders from the Department of Land Conservation and Development, the last of which was issued on December 31, 2003. In 1989, the City and Washington County adopted the Urban Planning Area Agreement (UPAA), which is now section 3.15 of the Comprehensive Plan. The land use planning processes and policy framework described in the UPAA, Development Code and Comprehensive Plan form the basis for decisions and actions, such as the subject amendments. In addition, both the Development Code and the Comprehensive Plan provide procedures to follow when assigning Land Use designations and zoning related to annexations.

Findings: ***Staff finds that the City and Washington County have established a land use planning process and policy framework as a basis for assigning land use and zoning designations for recently annexed land. The proposed actions are those specified by the acknowledged Urban Planning Area Agreement between the City and Washington County. This amendment complies with Goal Two and criterion 1.3.1.1 is met.***

1.3.1.2. The proposed amendment is consistent and compatible with Metro Regional Urban Growth Goals and Objectives and the Metro Regional Framework Plan; and

The City is only required to address provisions in the Urban Growth Management Functional Plan (UGMFP), which is an Element of the Framework Plan. Section 3.07.830 of the UGMFP requires that any Comprehensive Plan change must be consistent with the requirements of the Functional Plan. Section 3.07.130 of the UGMFP states:

> "For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map..."

The 2040 Growth Concept Plan map designates this parcel as Outer Neighborhood with some Resource Land due to a stream and trees on the site. Section 3.07.130 of the UGMFP states: "Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities are outer neighborhoods."

Findings: ***The Neighborhood Residential – Standard Density Land Use Map with its implementing Zoning Map designation of Urban Standard***

Density Residential – 5,000 square feet minimum net parcel area per dwelling unit is consistent and compatible with the Outer Neighborhood design type and Criterion 1.3.1.2 is met for the proposed amendment.

1.3.1.3. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans; and

Applicable Comprehensive Plan procedures are found in Sections 1.3 (Amendment Procedures) and 2.6.3 (Annexation Related Map Amendments). These Sections require that annexation related Comprehensive Plan and Zoning Map amendments should be those stipulated by the UPAA. The UPAA specifies that when an annexed property has a County R-6 designation, it is to be given the City's Neighborhood Residential - Standard Density designation and R-5 zoning. This City designation and zone are consistent with an Outer Neighborhood design type. The UPAA requires the City to review the appropriate Community Plan, which in this case, is the Aloha-Reedville-Cooper Mountain Community Plan. That Plan does not show this as an area of Special Concern, but as noted previously in this report, does indicate that most of this property is wildlife habitat and a scenic feature. This is primarily because it is heavily forested and has a stream running across the northwest portion of the property. Protection of these natural resource attributes will be addressed in the development review process.

Findings: This amendment is consistent with the Urban Planning Area Agreement and therefore Criterion 1.3.1.3 is met.

1.3.1.4. Potential effects of the proposed amendment have been evaluated and will not be detrimental to quality of life, including the economy, environment, public health, safety or welfare; and

It is the intent of the UPAA to provide for a smooth transition from County designations to City designations by adopting designations that most closely approximate the County's designations. This transition does not significantly impact public services, economic factors or environmental elements. Property owners may benefit from the application of City designations to their property when applying for development services since City employees are more familiar with City regulations than County regulations. Staff finds that the proposed amendments will not be detrimental to quality of life, including the economy, environment, public health, safety or welfare.

Findings: Criterion 1.3.1.4 is met for the proposed amendment.

1.3.1.5. The benefits of the proposed amendment will offset potential adverse impacts on surrounding areas, public facilities and services; and

The UPAA was developed to ensure that City designation of annexed property would have minimal impact to surrounding areas, public facilities and services. Existing public facility capacity is addressed in the separate annexation process and adequate public facility capacity for any proposed development will be addressed in the development review process. No adverse impacts on public facilities and services have been identified.

Findings: Criterion 1.3.1.5 is met for the proposed amendment.

1.3.1.6 There is a demonstrated public need, which will be satisfied by the amendment as compared with other properties with the same designation as the proposed amendment.

This amendment is associated with an annexation that will add property to the City. Annexation amendments are governed by the UPAA, which stipulates that the City designation most similar to the County designation, at the time of annexation, will be applied.

Findings: Criterion 1.3.1.6 does not apply to Comprehensive Plan map amendments associated with an annexation.

ZONING MAP AMENDMENT CRITERIA

Adoption by the City Council of an amendment to the Zoning Map must be supported by findings of fact based on the evidence provided by the applicant demonstrating the criteria of the Development Code Section 40.97.15.3.C (Non-Discretionary Annexation Related Zoning Map Amendment - Approval Criteria) have been met. The City Council may adopt by reference facts, findings, reasons, and conclusions proposed by the City staff or others. Affirmative findings to the following criteria are the minimum requirements for Zone Map amendments.

40.97.15.3.C.1. ***The proposal satisfies the threshold requirements for a Non-Discretionary Annexation Related Zoning Map Amendment application.***

There are two threshold requirements with the first requiring that "The change of zoning to a city zoning designation be the result of annexation of land to the City". The second threshold requires that the UPAA be specific as to the City zoning designations to be applied and does not allow for discretion, and the UPAA is specific that Washington County Residential – 6 units to the acre (R-6) goes to City Residential 5,000 square foot minimum of land per dwelling unit (R-5) and no discretion is required. This proposal meets both thresholds.

FINDING: ***Staff finds that the proposed request satisfies the threshold requirements for a Non-Discretionary Annexation Related Zoning Map Amendment application.***

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

The City Council elected to not establish a fee for a Non-Discretionary Annexation Related Zoning Map Amendment application. No fee has been collected

FINDING: ***Staff finds that this criterion is not applicable.***

40.97.15.3.C.3. ***The proposed zoning designation is consistent with the Washington County - Beaverton UPAA.***

The UPAA is specific that County Residential – 6 units to the acre (R-6) goes to City Urban Standard Residential (R-5). Because of the proposed amendment to the zoning map is to designate the subject parcels to R-5, no discretion is being exercised in assigning a zoning designation. The UPAA requires the City to review the appropriate Community Plan and in this case it is the Aloha-Reedville-Cooper Mountain Community Plan. The subject property is not in an Area of Special Concern. The Community plan does indicate that most of this area is wildlife habitat and a scenic feature, and has a stream flowing across the northwest portion of the property. Protection of these natural features will be addressed in the development review process.

FINDING: ***Staff finds that the approval criterion is met since the proposed zoning designation is specified by the UPAA and is, therefore, consistent with the UPAA.***

40.97.15.3.C.4. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The City processes Land Use Map and Zoning Map Amendments (CPA/ZMA) for property being annexed into the City and there are no further City approvals related to this request other than City Council and Mayor's approvals of this CPA/ZMA. The property owner may, in the future, submit a request to the City for development of the property, but that is not related to this request.

FINDING: ***Staff finds that there are no proposals related to this request that will require further City approvals and, therefore, no additional applications or documents are required.***

PROCESS

Submission Requirements: An application for a Non-Discretionary Annexation Related Zoning Map Amendment shall be made by the submittal of a valid annexation petition or an executed annexation agreement. A valid annexation petition has been submitted.

Public Notice: Section 1.3.4.3(c) of the Comprehensive Plan prescribes the notice to be provided for these types of applications.

Notice on non-discretionary annexation related CPA's must be provided not less than twenty (20) calendar days prior to when the item first appears on the City Council's agenda.

1. Legal notice will be published in the Oregonian on October 13, 2005.
2. Notice will be mailed to the Sexton Mountain Neighborhood Association Committee, Reedville/Cooper Mountain/Aloha Citizen Participation Organization, Beaverton Neighborhood Office, and Chair of the Committee for Citizen Involvement (CCI) on or before October 18, 2005.
3. Notice will be mailed to the property owners by certified mail on or before October 18, 2005.
4. Notice will be mailed to the representative of the property's potential developer, Michael Birndorf, MGH Associates, 104 West 9th Street, Vancouver, WA 98660 on or before October 18, 2005.

The City Council has not directed staff to provide additional notice for this amendment beyond the notices described above, however, notice and this staff report will be posted on the City of Beaverton's public web site. The notice requirements for this CPA/ZMA will be met.

CONCLUSION

Based on the findings in this report, staff concludes amending the Land Use Map to show Neighborhood Residential - Standard Density, and the Zoning Map to show R-5, is appropriate.

Attachments: Letter from property owner requesting change in designations
Legal Description

LETTER

31 August 2005

Alan Whitworth, Senior Planner
Community Development Department
City of Beaverton
PO Box 4755
Beaverton, OR 97076

Dear Mr. Whitworth:

We, the undersigned, are the owner or owners of two parcels of land known as Lots 21 and 20 Mountain View Heights (Tax ID 1S130DA 00100 and Tax ID 1S130DA 00500) and as such we are legally authorized to sign documents relating to the use of these parcels.

In connection with annexation petitions that have been submitted concerning these parcels we hereby request that the City of Beaverton amend the Comprehensive Plan Land Use Map to show Neighborhood Residential – Standard Density and amend the Zoning Map to show R-5 (5,000 square feet per dwelling unit) as stipulated by the Washington County – Beaverton Urban Planning Area Agreement (UPAA). These will replace the Washington County designation of R-6 (6 units to the acre) if these requested changes are adopted. I am aware that the City of Beaverton is not currently processing annexation-related Land Use Map and Zoning Map amendments unless requested by the property owner(s).

I have reviewed the Washington County designation of R-6 and the City of Beaverton designations of Neighborhood Residential – Standard Density and R-5 and am familiar with the restrictions that the City's Plan and Zoning Map designations will place on the property. With this knowledge, I request the City of Beaverton redesignate this parcel to Neighborhood Residential – Standard Density and R-5 as prescribed by the UPAA.

Sincerely,

Alice L. Kinzer

Donald K. Kinzer

RECEIVED
SEP 09 2005
COMMUNITY DEVELOP DEPT.

Legal Description

LEGAL

City of Beaverton

CPA 2005-0009/ZMA 2005-0008

A tract of land situated in the northeast quarter of the of the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Said tract of land being more particularly described as follows:

Said tract of land being Lots 20 and 21 of MOUNTAIN VIEW HEIGHTS situated in the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon. The aforementioned Lot 20 includes the northerly right of way of S.W. Nora Road (County Road No. 2031).

ALSO TOGETHER WITH the southerly right of way of Said S.W. Nora Road. Said southerly right of way of Said S.W. Nora Road being more particularly described as follows: BEGINNING at the southeast corner of the aforementioned Lot 20; Thence, Southerly along the projection of the east line of said Lot 20 for a distance of twenty-five feet (25'), more or less, to the south right of way line of said S.W. Nora Road; Thence, Westerly along said southerly right of way line for a distance of 657.21 feet , more or less, to a point of intersection with southerly projection of the west line of said Lot 20 and the southerly right of way line of S.W. Nora Road; Thence, Northerly along the southerly projection of the aforementioned west line for a distance of twenty-five feet (25') to the southwest corner of said Lot 20; Thence, Easterly along the south line of said Lot 20 for a distance of 657.21 feet, more or less, to the Point of Beginning.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: An Ordinance Amending Chapter 9 of the Beaverton Code Relating to Neighborhood Association Committees (NACs).

FOR AGENDA OF: 11/07/05 **BILL NO:** 05210

Mayor's Approval:

DEPARTMENT OF ORIGIN: Neighborhood Program/Mayor's Office

DATE SUBMITTED: 10/31/05

CLEARANCES: City Attorney

PROCEEDING: First Reading

EXHIBITS: Ordinance

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

City Code pertaining to the Neighborhood Association Committees (NACs) [9.06.010 - .040] provides information regarding the establishment, recognition, organization, and termination of NACs. These provisions have not been significantly updated since 1987. As a result, the current code's language is not contemporary relative to certain terms and does not include language pertaining to NAC appeals. Staff drafted revisions to the code in order to update the language and include information and guidelines regarding NAC appeals.

Staff discussed the proposed revisions with the NAC leadership (which consists of the chair, vice-chair, recorder, and treasurer of each NAC) at a meeting held on November 16, 2004, which was attended by 18 NAC leaders. Based on comments received at that meeting, staff made modifications to the proposed revisions and sent the modified revisions to the NAC leadership via email. Staff asked that the NACs provide feedback in written form on the proposed revisions by February 25, 2005; written comments were received from four NAC leaders and one NAC member. Staff held a second meeting with the NAC leadership regarding the proposed revisions on March 1, 2005; 17 NAC leaders attended. NAC leaders were provided copies of the comments that had been submitted. The final version of the ordinance is attached.

INFORMATION FOR CONSIDERATION:

The Ordinance amending Chapter 9 of the Beaverton Code relating to Neighborhood Association Committees (NACs) is attached to this agenda bill. The City Attorney's office has reviewed and tentatively approved the text of all revisions.

RECOMMENDED ACTION:

First Reading.

ORDINANCE NO. 4376

AN ORDINANCE AMENDING
CHAPTER NINE OF THE BEAVERTON CODE
RELATING TO NEIGHBORHOOD ASSOCIATION COMMITTEES (NACs).

WHEREAS, the involvement and participation of citizens in government enhances government decision-making and increases the likelihood policies, programs, and services will reflect the needs of the citizenry; and

WHEREAS, the City supports citizen efforts to become more involved and aware of City policies, procedures, and processes; and

WHEREAS, the City recognizes and supports neighborhood association committees as an effective way to increase involvement and participation and promote information sharing between the City and citizens; and

WHEREAS, the City seeks to update and contemporize language within the provisions of City code that pertains to neighborhood association committees; and

WHEREAS, the City seeks to include language that describes the requirements and process necessary for reimbursement of NAC appeals; Now therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

BC 9.06.010 – 9.06.040, NEIGHBORHOOD ASSOCIATIONS, is amended to read as follows:

"9.06.010 Purpose.

A. The purpose of this Code section is to encourage and endorse citizen involvement through the formal recognition of groups of citizens that desire to form neighborhood association committees (NACs) for particular purposes, and to provide certain criteria for the formation, operation and continuation of the recognized NACs in order to insure a maximum opportunity for involvement by the citizens of Beaverton in the processes of government as well as other activities concerning neighborhood and community livability.

B. Although a major function of the NACs will be to augment the citizen involvement process in land use related matters, such as planning and zoning activities, as is required by applicable law, it is the intent of the Council to provide the basis for a wide range of activities that promote the general health and welfare of the community and a spirit of harmony and pride for all citizens of Beaverton.

C. Nothing in BC 9.06.010-.040 shall limit the right of any person, group of persons or organization from exercising a lawful right. Membership in a recognized NAC confers no extraordinary rights, standing or legal capacity solely on the basis of membership, nor is the NAC itself given any special status by this legislation that is intended to influence a court of law as to its capacity to commence litigation.

9.06.015 NAC Policy Statement. The Council hereby establishes criteria whereby it may formally recognize NACs within the City limits and adjacent areas. The Council encourages and endorses the formation, operation and continuation of such NACs pursuant to the criteria set forth below, to provide maximum citizen involvement in the community.

9.06.020 Criteria for Formal Recognition of a NAC. A NAC that seeks formal recognition by the City shall meet and continue to maintain conformity with the following minimum criteria for formal recognition:

A. General Membership Criteria:

1. a resident, a property owner, a business and a representative of a non-profit organization within the recognized boundary of a NAC shall be entitled to general membership;

2. a member who is at least eighteen years of age shall have one vote on any matter to be decided by the NAC. One high school student government representative from each high school within the NAC boundary who also lives within the boundaries of the particular NAC and who has been appointed by his/her school to serve as a NAC member, shall also have one vote and may be under eighteen years of age;

3. membership or other participation shall not be conditioned on the requirement of the payment of dues or fees. However, a NAC may accumulate funds to carry out its purposes through other means, including voluntary contributions, projects, grants, contracts and subscription to newsletters. Each NAC solely shall be responsible to account to the state and federal governments for the NAC's private revenue and expenditures, if any. A NAC's use of public funds provided to it directly or indirectly by a public entity shall be limited to only those uses allowed by controlling law.

4. Membership shall not be limited by race, creed, color, sex, national origin, income or any other status protected under federal, state, or local law.

B. NAC Boundaries. In order to implement the Council's stated purpose of insuring maximum opportunity for citizen involvement, the Council shall adopt a map containing suggested boundaries for NACs that will encompass the entire area of the City. Persons seeking formal recognition of a NAC may propose alternatives to the map suggestions. Following input in writing or through oral testimony at a City Council meeting by interested persons, the Council shall finally determine the boundaries of a NAC in accordance with as many of the following criteria as may be applicable under the circumstances:

1. boundaries should be contiguous and mutually exclusive of those of other formally recognized NACs;

2. boundaries should follow readily identifiable physical features, such as property lines or arterial or collector streets, or be set at some other clearly defined and relatively permanent natural or man-made feature; and

3. boundaries describing the territory should be logical, considering such other factors as:

a. a community of interests, common identity and social communication;

b. existing commercial patterns;

c. existing boundaries of other agencies such as school districts; and

d. the views and desires of citizens seeking NAC recognition.

C. Organization and By-laws. Following determination of a boundary for a NAC, the person or persons seeking formal recognition shall:

1. Hold at least one public organizational meeting that has been well publicized in the neighborhood, with City assistance and approval, and adopt written by-laws that provide, at a minimum, for the following:

a. election of officers, provided that every elected officer and the NAC's representative on the Beaverton Committee for Citizen Involvement (BCCI) meet the membership requirements of subsection 9.06.020 (A);

b. meetings of the general membership, and board, executive committee and subcommittee meetings, provided that general membership meetings shall be held on any matter on which the NAC acts in an advisory capacity to the City Council or to the Planning Commission or other advisory body to the Council, including but not limited to action by the NAC on a pending application to the City for a land use permit or land use decision.

1. All decisions of a NAC shall be by majority vote of the duly constituted board.

2. Votes of the general membership shall be advisory only to the board.

c. Any such meetings shall be conducted in conformance to the requirements of Oregon public meetings law and Oregon public records law regardless of the size of its membership;

d. written minutes as required by the Oregon public meetings law and that also record minority opinions and provided that copies of minutes and meeting sign-in sheets be forwarded to the City within a time period determined by the City;

e. a current list of the names and addresses of the officers of the NAC to be kept on file with the City; and,

f. a minimum of one general neighborhood meeting to be held per calendar year and the time, place and meeting agenda be publicized throughout the neighborhood through mail, on the City website, and in local newspapers no fewer than five business days in advance of the meeting.

2. Following adoption, a copy of the NAC's by-laws shall be filed with the City subject to review and approval by the City Attorney for compliance with applicable federal, state, and local law, including this code, and that any amendments be forwarded to the City in a reasonable time period with all such amendments subject to similar review and approval.

D. Formal Recognition. Providing the NAC meets the criteria set forth in subsections A, B and C of this section, a NAC may be formally recognized by Council resolution. The mayor shall give written notice of the Council's formal recognition within 60 days of the adoption of the resolution to members of the NAC. The Council's resolution shall include at least the following:

1. an encouragement to participate in the activities of the newly formed NAC;

2. a map or other designation describing in general terms the NAC boundaries;

3. the names and addresses of the NAC's officers and board members; and

4. the name, if any, of the City's designated liaison person who will be serving as a primary contact with the NAC.

9.06.022 Criteria for Eligibility for Fee Reimbursement for NAC Appeals. The City, through the mayor's office or the mayor's designee, may reimburse a recognized NAC for the fee

payable for an appeal of a City land use decision or City Traffic Commission decision to the City Council, Planning Commission, or Board of Design Review. Each NAC is eligible to apply for reimbursement for one appeal per fiscal year. Budgeted funds for such appeals are at the discretion of the City Council. Reimbursement will only be for appeal of a land use or Traffic Commission decision occurring within the boundary of the subject NAC. Eligibility can not be transferred to another NAC or carried over to the next fiscal year. The NAC may appeal a decision issued by another jurisdiction; however, the fee associated with the appeal of a decision made by a jurisdiction other than the City of Beaverton is not eligible for reimbursement from the City. Nothing in this code shall prevent a NAC from appealing a land use or traffic decision made by another entity at the NAC's initiative and expense. In order to be eligible for reimbursement, a NAC must meet the following criteria:

A. Recognition Status. The NAC shall be a recognized NAC, meeting the criteria listed under 9.06.020.

B. Meeting Requirements. The NAC shall hold at least one public meeting as to the potential appeal that has been publicized in accordance with City Code 9.06.020(C) and that meets, at minimum, the following:

1) the NAC shall be notified of the meeting no fewer than five business days before the date of the meeting; and,

2) the meeting shall be conducted in conformance with Oregon public meetings law and Oregon public records law; and,

3) the vote to appeal conforms to the voting procedures and voting requirements in the NAC's by-laws; and,

4) NAC board members shall conduct a vote on whether or not to appeal the action and whether or not to request reimbursement; and,

5) the subject of the potential decision to file an appeal shall appear on the meeting agenda.

C. Filing the Appeal Reimbursement Request. The NAC shall file the written request attached to the appeal within the appropriate appeal period with the City Recorder's Office or Community Development Department, as appropriate. In addition to the appeal, a NAC filing a request for reimbursement shall include the following:

1) the appropriate appeal fee as established by City Council; and,

2) the minutes from the meeting in which the NAC voted to appeal and voted to request reimbursement of the City's appeal fee; and,

3) All other requirements for appeals as required by City ordinance.

D. The mayor, or designee, shall determine whether there is money in the budget for the fee reimbursement and whether the request complies with the requirements above. This decision is not a land use decision and the above criteria on fee reimbursement shall not be applied to determine whether the NAC properly filed their appeal or the merits of any appeal. Nothing in this code obligates the City to appropriate funds for or to reimburse the appeal filing fee nor creates any right or entitlement in any NAC or any person to a claim on City funds.

E. If the NAC meets the above criteria and the fee reimbursement is granted, the City shall reimburse, within a timely manner, the appeal fees to the NAC.

9.06.025 Termination of Recognition. The formal recognition of a NAC may be terminated by the Council for failure to abide by its by-laws or the provisions of BC 9.06.010-.040. The NAC in question shall have notice and an opportunity to be heard before the Council prior to termination.

9.06.030 City Support of NACs. The City may, through the mayor's office and subject to the mayor's judgment concerning the availability of resources or budgetary limitations, provide support and assistance to recognized NACs. The mayor or the mayor's designee shall develop administrative procedures, as the mayor considers appropriate, to provide such support which may include:

A. Materials, supplies, and services to aid a NAC in formation, recognition and operation;

B. Staff assistance, as available;

C. Use of City facilities for regular membership, board, executive, and subcommittee meetings; and

D. As determined by the City in its sole discretion, other economic assistance and support.

9.06.035 Newly Annexed Areas. The Washington County Citizen Participation Organization (CPO) that includes the area of a proposed annexation to the City within that CPO boundary and the Beaverton NAC whose boundary is nearest that same area, shall be deemed to be "interested parties" as referenced in Chapter 3.09 of Metro Code relating to notice of annexation and shall be notified of any proposed annexation of such area to the City. When an area is annexed to the City, based on the circumstances of each case the Council shall determine:

A. That the area be added to the territory of an existing NAC;

B. That the area be recognized as immediately appropriate for one or more NACs and its citizens encouraged immediately to seek formal recognition as a new NAC;

C. That the area be recognized as appropriate in the future for one or more NACs but, because it is yet undeveloped or is of too small a size, it should be represented temporarily by another NAC, until such time as it is appropriate to be formally recognized as a separate NAC; or

D. That some other treatment of the area is deemed appropriate under the circumstances.

9.06.040 Council Review of NACs. From time to time, the Council may seek review of one or all of the NACs, their boundaries or the criteria for formal recognition and may amend, modify or change any decision made pursuant to the criteria for formal recognition or any other provision of BC 9.06.010-.040."

First reading this __ day of _____, 2005.

Passed by the Council this __ day of _____, 2005.

Approved by the Mayor this __ day of _____, 2005.

ATTEST: APPROVED:

_____ _____

SUE NELSON, City Recorder ROB DRAKE, Mayor

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

11-07-05

SUBJECT: An Ordinance Amending Beaverton Code Chapter 4 By Adding New Provisions Relating To Sanitary And Storm Sewer Maintenance Charges

FOR AGENDA OF: ~~10-24-05~~ **BILL NO:** 05197

Mayor's Approval: Dah Drake

DEPARTMENT OF ORIGIN: City Attorney WS

DATE SUBMITTED: 9-27-05

CLEARANCES: Finance
Engineering
Water

PROCEEDING: ~~First Reading of Ordinance~~ Second Reading & Passage

EXHIBITS: Ordinance

BUDGET IMPACT

EXPENDITURE REQUIRED $-0-	AMOUNT BUDGETED $-0-	APPROPRIATION REQUIRED $-0-

HISTORICAL PERSPECTIVE:

In May 2005, Engineering Department staff completed an analysis of the City's sanitary sewer (wastewater) system infrastructure needs related to on-going capital replacement of existing facilities. Results of the analysis showed that although significant effort has been underway over the last 10 years toward replacement of the existing sanitary sewer pipes and manholes, the rate of infrastructure replacement is not sufficient to keep pace with on-going depreciation and deterioration.

The current replacement value (in 2005 dollars) is $280 million for the sewer system's 260 miles (1.37 million lineal feet) of pipelines (6 to 21-inch diameter) and manholes. Assuming a useful life of 65 years for those lines made of non-PVC materials (majority of the system), such as concrete, terracotta clay pipe, and 100 years for those sewer lines of PVC plastic, the current average depreciation each year of the sewer system is $3.85 million using the system's 2005 replacement value. This means that during an average year approximately 18,900 lineal feet (3.58 miles) of the sewer system deteriorates beyond its estimated useful life and function, and should be replaced.

During the last 10 years a total of 22,632 lineal feet (4.3 miles) of sewer system was replaced and/or rehabilitated to near new condition. Since 1999, the City has spent $3.5 million (original cost and unadjusted for inflation) in the replacement/renewal program with an additional $2 million budgeted for this year, which has been funded from a combination of annual operating revenues and contingency that had been accumulated in the early and mid 1990's. Available funding from contingency for projects is expected to be exhausted within two budget years.

Over the last four annual Clean Water Services (CWS) rate modifications, the City has seen a steady decline in revenue from collections due to CWS revenue allocation formulas which have reduced City revenue historically shared for both Operations and CIP replacement/renewal capital improvements. In FY 2003-04, the City experienced a decrease of $64,000 in revenues and is projecting a decrease of $153,000 for FY 2005-06. The cumulative decrease from the four rate

formula re-allocations is estimated to be $345,000. With flat sewer service rate levels over the last few years, inflationary pressures have also taken a toll on available revenue for sewer system replacement.

As a result of declining revenue in the sewer operating fund collected from monthly sewer bills and increasing operation and maintenance costs, available revenue allocated in the CIP for the sewer replacement/renewal program has been declining over the past three years. This essential replacement/renewal program and looming exhaustion of Sewer Fund contingency justifies considering a separate funding source similar to the $2 surcharge that was enacted for the Storm Drain Fund's replacement and renewal program in 1997. The precipitous drop in sewer revenue allocation for replacement in the CIP is compounded by the fact that the size of the sewer system has grown by approximately 11.6 percent (26.9 lineal miles) since 1998.

INFORMATION FOR CONSIDERATION:

On August 15, 2005, the Council conducted a work session as described in Agenda Bill No. 05154 to hear a staff presentation of information on the state of the sanitary sewer system infrastructure and a recommended 30-year replacement/renewal program.

To fund the replacement/renewal program, staff proposed a monthly sanitary sewer charge on all property within the City in addition to the similar charge for sanitary sewer maintenance now imposed by Clean Water Services District of Washington County.

Staff's August 15, 2005, presentation proposed annual indexing for inflation of the monthly surcharges for both sanitary sewer and for storm drainage. An annual adjustment using a recognized construction index is recommended to the existing storm drainage and proposed sanitary sewer surcharges to reflect annual inflation in the cost to construct infrastructure improvements and related facilities.

Oregon law requires that the City give the public an opportunity to comment on any proposed new or increased fees for City services; a public hearing was held on this matter on October 17, 2005. As this is an economic regulation, the only legal "criterion" for enacting this fee is that it serve a legitimate government purpose and that it is a logical means to achieving that purpose.

RECOMMENDED ACTION:

~~First reading~~ of an ordinance to enact a sanitary sewer service charge and to enact adjustments for future inflation in the existing storm drainage charge.

Second Reading & Passage

ORDINANCE NO. 4371

AN ORDINANCE AMENDING BEAVERTON CODE CHAPTER 4 BY ADDING NEW PROVISIONS RELATING TO SANITARY AND STORM SEWER MAINTENANCE CHARGES

Whereas, The Council conducted a work session at its regular meeting of August 15, 2005 to consider a staff recommendation to impose a sanitary sewer repair and replacement charge as to all property within the City separate and in addition to the similar charge for sanitary sewer maintenance now imposed by the Clean Water Services (CWS) District of Washington County; and

Whereas, CWS, by Resolution and Order No. 05-23, titled Clean Water Services Rates and Charges, imposes a sanitary sewer service charge to all properties within the District. From revenue collected for that charge, the City is allocated a certain portion to operate, maintain and replace the City owned sewer system; and

Whereas, the Council finds that over the last four annual Clean Water Services rate modifications beginning in 2002, the City has seen a steady decline in revenue from collections due to CWS revenue allocation formulas which have reduced City revenue historically shared for both City operations and CIP (Capital Improvements Plan) replacement/renewal program, and with flat sewer service rate levels over the last few years, inflationary pressures have also taken a toll on available revenue allocated by CWS to the City operation, maintenance and replacement of the sewer system; and

Whereas, as a result of declining revenue in the sewer operating fund collected from monthly sewer bills and increasing operation and maintenance costs, available revenue allocated in the CIP for the sewer replacement/renewal program has been declining, and this essential replacement/renewal program and looming exhaustion of Sewer Fund contingency justifies a separate funding source similar to the dedicated charge that was enacted for the Storm Drain Fund's replacement and renewal program; and

Whereas, the Council finds that the facts presented at the work session show that the public health, safety and welfare require the imposition of such a charge to provide sufficient revenue for repair and replacement of that portion of the regional sanitary sewerage system that the City owns and is responsible to maintain, repair and replace and that the charge should be equitably allocated according to the number of equivalent service units that exist on a particular property; and

Whereas, the Council finds that there is a need to stabilize funding for the existing storm drainage replacement/renewal program and proposed sanitary sewer surcharge for replacement/renewal by means of an annual adjustment to those charges that reflects an independent index of construction cost inflation; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Beaverton Code Chapter 4 is amended by adding new provisions to be numbered and to read as follows:

"**4.04.060 Sanitary Sewer Repair and Replacement Charge Imposed.** The owner or occupant of property within City boundaries that is subject to a charge imposed by the Clean Water Services District for use of the regional sanitary sewerage system, shall pay to the City a charge for City's repair and replacement of the City's system in addition to and not in lieu of any similar sanitary sewer maintenance charge imposed by the District. The charge shall be that amount determined by the Council from time to time to be an equitable share of the City's actual costs to repair and replace that portion of the regional system for which the City owns and is responsible to maintain, the equitable share to be calculated according to the number of dwelling unit equivalents on the property. For definition purposes of this ordinance, "dwelling unit equivalent" has the meaning shown in Clean Water Services' Resolution and Order No. 05-23, titled Clean Water Services Rates and Charges, or current adopted version of same.

"**4.04.070 Computation of Charge.** The charge shall be $1 per equivalent dwelling unit from the effective date of this ordinance until January 31, 2007. The charge shall be $2 per equivalent dwelling unit from February 1, 2007 until January 31, 2008. Effective February 1, 2008 and on February 1 of each calendar year thereafter, the charge shall be adjusted to reflect annual inflation in the cost to construct sanitary sewerage facilities as is shown in the construction cost index for Seattle, Washington, published in the ENR Engineering News-Record in January of each year."

Section 2. Beaverton Code Section 4.06.030 is amended to read as follows, with new provisions underlined and deleted matter ~~struck through~~:

"4.06.030. Computation of Surcharge. The user surcharge for public storm drainage shall be $2/Month/EDU ~~or such other amount as the Council may determine from time to time~~. Effective February 1, 2008 and on February 1 of each calendar year thereafter, the charge shall be adjusted to reflect annual inflation in the cost to construct storm drainage facilities as is shown in the construction cost index for Seattle, Washington, published in the ENR Engineering News-Record in January of each year." Measurement of EDU....."

Section 3. The charges imposed by this Ordinance shall apply to all property on which the charge is imposed effective February 1, 2006.

First reading this 24th day of October, 2005.
Passed by the Council this __ day of _____, 2005.

Approved by the Mayor this __ day of _____, 2005.

ATTEST:

_____
SUE NELSON, City Recorder

APPROVED:

_____
ROB DRAKE, Mayor

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: An Ordinance Annexing Two Parcels, and Associated Right-of-Way, Located at 9355 SW 166th Avenue to the City of Beaverton: Expedited Annexation 2005-0010

FOR AGENDA OF: 11-07-05 **BILL NO:** 05198

Mayor's Approval:

DEPARTMENT OF ORIGIN: CDD

DATE SUBMITTED: 09/28/05

CLEARANCES: City Attorney

Planning Services HB

PROCEEDING: ~~First Reading~~
Second Reading & Passage

EXHIBITS: Ordinance
Exhibit A - Map
Exhibit B - Legal Description
Exhibit C – Staff Report

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

This request is to annex two tax parcels, plus associated right-of-way, located at 9355 SW 166th Avenue to the City of Beaverton. The parcels are approximately 19.2 acres and are developed with a single family house. The property owners (who are also electors) have consented to the annexation. This consent allows this to be processed as an expedited annexation under ORS 222.125 and Metro Code 3.09.045 and no public hearing is required.

INFORMATION FOR CONSIDERATION:

This ordinance and the staff report address the criteria for annexation in Metro Code Chapter 3.09.

Beaverton Code Section 9.06.035A provides the City Council the option of adding property to an appropriate Neighborhood Association Committee (NAC) area at the time of annexation. This parcel is currently within the Sexton Mountain NAC and the Neighborhood Office is recommending that this property remain in that NAC.

Staff recommends that the City Council adopt an ordinance annexing the referenced property, effective 30 days after Council approval and the Mayor's signature on this ordinance or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.

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RECOMMENDED ACTION:

~~First Reading~~
Second Reading & Passage

ORDINANCE NO. 4372

AN ORDINANCE ANNEXING TWO PARCELS, AND ASSOCIATED RIGHT-OF-WAY, LOCATED AT 9355 SW 166TH AVENUE TO THE CITY OF BEAVERTON: EXPEDITED ANNEXATION 2005-0010

WHEREAS, This expedited annexation was initiated under authority of ORS 222.125, whereby all owners of the property and at least fifty percent of the electors, have consented to annexation; and

WHEREAS, This property is in Beaverton's Assumed Urban Services Area and Policy 5.3.1.d of the City's acknowledged Comprehensive Plan states: "The City shall seek to eventually incorporate its entire Urban Services Area."; and

WHEREAS, This property is in area "A" as set forth in the "Beaverton-Washington County Intergovernmental Agreement Interim Urban Service Plan" and, as prescribed by the agreement, the Washington County Board of Commissioners has agreed not to oppose annexations in area "A"; and

WHEREAS, Council Resolution No. 3785 sets forth annexation policies for the City and this action implements those policies; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. The property shown on Exhibit A and more particularly described in Exhibit B is hereby annexed to the City of Beaverton, effective 30 days after Council approval and signature by the Mayor or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.

Section 2. The Council accepts the staff report attached hereto as Exhibit C, and finds that: this annexation is consistent with the City-Agency agreement between the City and Clean Water Services.

Section 3. The Council finds this annexation will promote and not interfere with the timely, orderly, and economic provision of public facilities and services, in that:

a. The property will be withdrawn from the Washington County Urban Road Maintenance District and the Washington County Enhanced Sheriff Patrol District ; and
b. The City having annexed into the Tualatin Valley Fire and Rescue District in 1995, the property to be annexed by this Ordinance shall remain within that district.

Section 4. The Council finds that this annexation complies with all other applicable criteria set out in Metro Code Chapter 3.09 as demonstrated in the staff report attached as Exhibit C.

Section 5. The City Recorder shall place a certified copy of this Ordinance in the City's permanent records, and the Community Development Department shall forward a certified copy of this Ordinance to Metro and all necessary parties within five working days of adoption.

Section 6. The Community Development Department shall transmit copies of this Ordinance and all other required materials to all public utilities and telecommunications utilities affected by this Ordinance in accordance with ORS 222.005.

First Reading October 24, 2005
Date

Second Reading and Passed _____
Date

Approved by the Mayor _____
Date

ATTEST:

_____
SUE NELSON, City Recorder

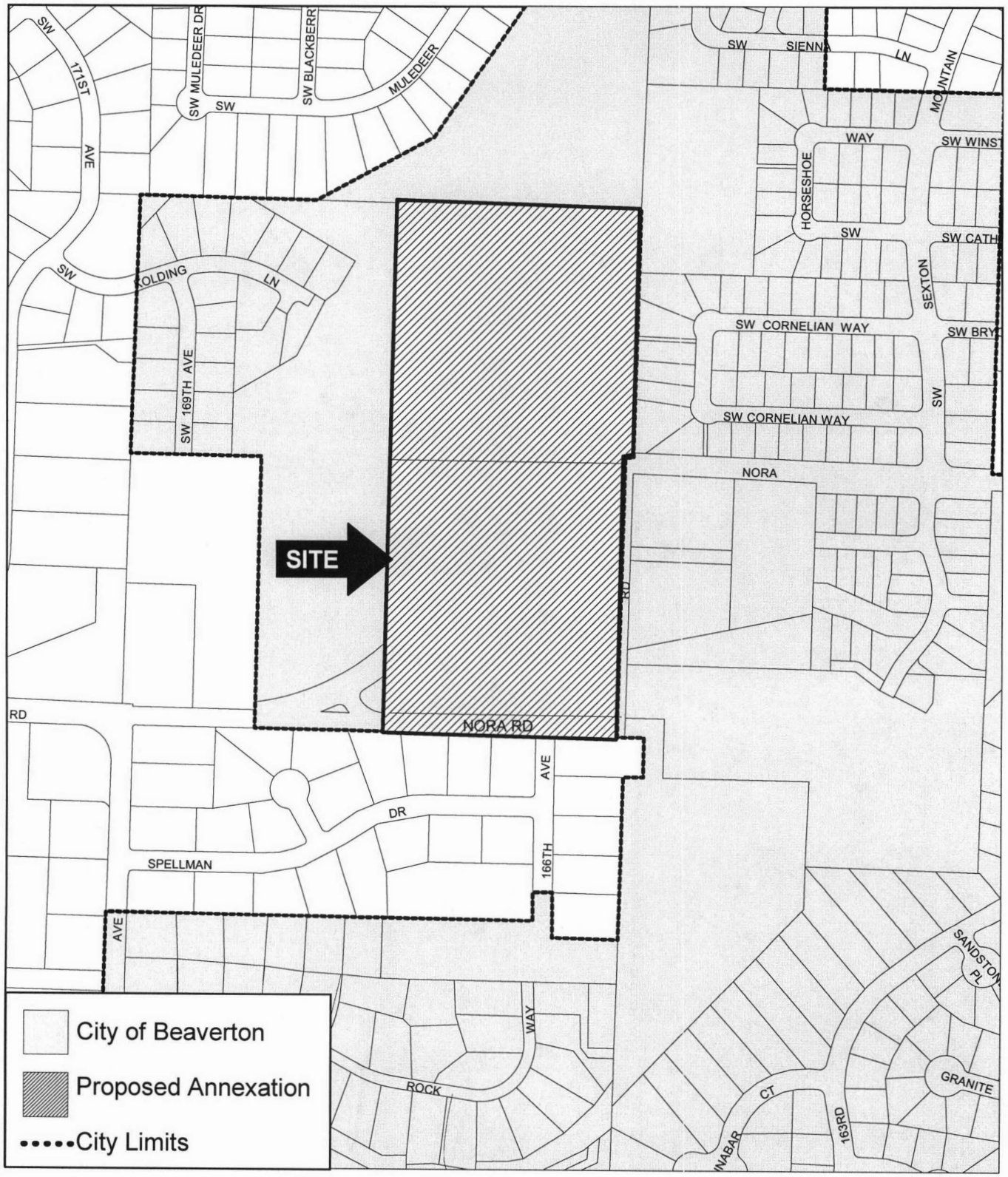
APPROVED:

_____
ROB DRAKE, Mayor

VICINITY MAP

ORDINANCE No. 4372

EXHIBIT "A"



CITY OF BEAVERTON

9355 SW 166TH AVE

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

8/11/05

Map # 1S130DA00500 &100

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Application # ANX 2005-0010